

## Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at  
<http://www.kingcounty.gov/transportation/kc.dot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

### PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> 116 <sup>th</sup> Ave NE Non-motorized Facilities <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
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2	<p><b>Sponsoring Agency:</b> City of Kirkland</p> <p>Also identify any co-sponsor(s):</p>
3	<p><b>Project Contact Person:</b> Ray Steiger</p> <p>Address: 123 5<sup>th</sup> Ave Ne</p> <p>Phone: 425-587-3833</p> <p>Fax: 425-587-3807</p> <p>E-Mail: rsteiger@ci.kirkland.wa.us</p>
4	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The City of Kirkland is proposing to complete pedestrian, bicycle and equestrian compatible facilities along the 116<sup>th</sup> Ave NE corridor between the Houghton Park and Ride and the Bellevue city limits. The project is a critical link providing a viable North-South route between North Kirkland and Bellevue’s developed non-motorized transportation system connecting to this project and creating a non-motorized network to South Lake Washington and across I-90 to Seattle. The project is composed of two phases: Phase I – NE 70<sup>th</sup> Street to NE 60<sup>th</sup> Street - completed in 2008, the requested funding will complete Phase II – NE 60<sup>th</sup> Street to Bellevue city limits. This critical connection would complete non-motorized improvements between the Houghton Park and Ride and the City of Bellevue; would connect the existing non-motorized transportation path in Kirkland to the North with a critical transportation link to the South. Improvements include new storm facilities, stream enhancements, bike lanes and a separated multi-purpose gravel pedestrian/equestrian pathway.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Improving non-motorized transportation options is a local and regional priority. This project would complete a regionally significant north/south non-motorized corridor; allowing bike and pedestrian commuters to safely and easily get around not only Kirkland and Bellevue, but through the Houghton Park and Ride – would be able to commute to Seattle or other cities with ease. The 116<sup>th</sup> Avenue non-motorized improvements will expand the multimodal nature of the Houghton Park and Ride and respond to clear demand from our residents for increased bicycle commuting opportunities. Facilities will help reduce vehicle miles traveled, encourage mode shift from single occupant vehicle; and promote broader range of transportation options that will lead to reduced emissions.</p>
5	<p><b>Project Location:</b> City of Kirkland</p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project: NE 60<sup>th</sup> Street (at I-405 Pedestrian Crossing) <i>(Identify landmark if no crossroad)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project: Bellevue city limits <i>(Identify landmark if no crossroad)</i></p>

**6 Map:** Include an 8½” x 11” legible vicinity map (if applicable) with completed application form.  
*If unable to send map electronically, provide separately by fax or mail.*

**7 Federal Functional Classification Code** (*Select only one*)  
*Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..*

**Rural Functional Classifications**  
 (“under 5,000 population”)  
 (Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications**  
 (“over 5,000 population”)  
 (Inside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

**NOTE:** *Federally Funded Projects.* A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.

- Examples of Exceptions:**
- Any bicycle and/or pedestrian project.
  - Projects not on a roadway and using CMAQ or other funds
  - Any transit project, including equipment purchase and park-and-ride lot projects.

**PROJECT EVALUATION INFORMATION**

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

## PROJECT EVALUATION: PART 1

**Choose which of the two Centers categories your project falls under:**

- Project is located within a Center  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

### SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

### SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

The project is a critical link in the non-motorized network and supports Bellevue's and Kirkland's identified Regional Growth Centers: Downtown Bellevue and Totem Lake. Once completed the corridor will establish a transportation network connecting these regional centers, the network will emphasize pedestrian and transit use and allow for choices in through movement and local access. Consistent with the Comprehensive plan, this project addresses future land use beyond 2022. Design Guidelines for Totem Lake Neighborhood include mixed use villages, employment densities of 87-170 jobs/acre and residential densities of 50 units per acre. Development includes residential, office, retail, light industrial and institutional uses. 116<sup>th</sup> Ave NE (immediately east of I-405) provides a convenient by pass to I-405 during peak travel periods and times of freeway congestion. 116<sup>th</sup> Ave NE improvements will allow convenient access between centers for the movement of goods, vehicles and non motorized modes of transportation.

116<sup>th</sup> Ave NE serves as one of the few north/south transportation corridors connecting Kirkland and Bellevue. Its location immediately east of I-405 provides a convenient, but unintended, vehicular by-pass to I-405 during peak travel periods and times of freeway congestion. 116<sup>th</sup> Ave NE will allow convenient access between centers for the movement of goods, vehicles and non motorized modes of transportation. Currently, non-motorized users must use existing roadway, the project completes a missing link in the non-motorized transportation network linking these regional growth centers. Improvements will remove non-motorized users from the roadway and allow traffic to flow freely

Current conditions are hazardous; bicyclists must ride with traffic on a narrow shoulder, and pedestrians (including school age children walking to Ben Franklin Elementary) walk adjacent to large open ditches on a non-existent pathway. Users are faced with substandard dangerous conditions. From 2002-2008 ten vehicular accidents occurred along this corridor, of the 10 accidents 8 of them occurred at or near the intersection of 116<sup>th</sup> Ave NE and NE 60<sup>th</sup> Street, three of these accidents caused personal injury to four vehicle occupants. This project creates a new dedicated non-motorized route for bicycles and a gravel path for pedestrians and equestrians that will separate users from the street. Making the investment in these infrastructure improvements will dramatically improve the safety of the pedestrians and bicyclists, who will be the primary users. The project creates continuous dedicated pedestrian space and separation from moving motor vehicles where it currently does not exist.

Currently, this two lane road provides minimal opportunities for vehicles to safely pass non-motorized users. In many instances vehicles are postponed and must travel at reduced speeds until they can safely pass non-motorized users. It only takes one non-motorized user to cause severe congestion along this corridor. Providing continuous dedicated pedestrian space and separation from vehicles will increase safety for all users, will allow traffic to flow freely and will relieve congestion along this corridor.

The project will include repaving this corridor, a heavily used solid waste truck route that leads to the King County Houghton transfer station. The existing road surface is in very poor condition (PCI = 20 from NE 48th Place to NE 60th Street) with high severity in alligator cracking and rutting/depressions, medium severity of weathering/raveling and utility patches and pavement cuts present. If the road is repaved, driver safety will be improved by eliminating the potholes, alligator cracking, and rutting. Drivers will experience improved traction/skid resistance and drainage and the new road will provide a smooth and even driving surface. Hopefully, this will reduce vehicle accidents along the corridor.

The project provides a range of missing travel modes to users traveling to multiple centers. Current conditions are hazardous, bicyclists that wish to use this roadway for travel must ride with traffic on a narrow shoulder. Pedestrians (including school age children walking to Ben Franklin Elementary) walk adjacent to large open ditches on a non-existent pathway. Users are faced with substandard dangerous conditions, non-motorized users are forced to contend with fast moving vehicles and garbage trucks; even experienced users avoid this route due to the proposed safety concerns. This project creates a new dedicated non-motorized route for bicycles and a gravel path for pedestrians and equestrians that will separate users from the street. Making the investment in this missing infrastructure will dramatically improve the safety of the pedestrian and bicyclists, who will be the primary users. The project creates continuous dedicated pedestrian space and separation from moving motor vehicles linking Downtown Bellevue and Totem Lake. Improvements will allow users multiple travel choices.

A variety of users will benefit from the project; including, commuters, residents and commercial users. As more and more residents turn to transit for their commuting needs, the City of Kirkland is committed to increasing transit and commuting options that reduce the need to rely on individual motorized vehicles. This project will be a primary commuting route for Kirkland residents who work in Totem Lake, Downtown Kirkland, Bellevue or Seattle. As a connector to the Houghton Park and Ride, it will be a critical part of the City's transportation network and reduce the traffic congestion by providing easy options for people to leave their cars at home and use transit or trails for their transportation needs. It will also complete a regionally significant north/south corridor linking the city of Kirkland bike route along NE 70<sup>th</sup> Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60<sup>th</sup> Street, and the existing City of Bellevue non-motorized improvements South to SR-520.

Additional benefits of this project will be its contribution to creating activity areas for residents. Having a safe route that connects people to the places they want to go - downtown Kirkland, Totem Lake Mall, Bridle Trails State Park, and Bellevue Square - will encourage walking, biking and transit usage which will increase health benefits and help get people moving throughout the community.

Corridor improvements would relieve congestion for commercial waste haulers accessing the Houghton Transfer Station, a regional King County Solid Waste facility. At times, it is difficult for vehicles to safely pass non-motorized users; vehicles that are unable to pass cause congestion. Non-motorized facilities will provide separation between vehicles and other users, and will allow traffic to flow freely.

## SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

**It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:**

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Final wetland delineation and geotechnical studies are underway at this time. All NEPA and Aquatic Resources permitting activities are currently set to commence in May of 2009, and based on timelines identified by permitting agencies, will be completed in July 2010; at that time all aforementioned items will be complete. We are in the process of redesign with 30% of preliminary design complete. The funds can be obligated by October 2012. The project is not dependant on other funding or another major capital project to proceed. 70% of the project is funded by available local funds. This funding will complete all phases of the project and fill in a missing gap in the cross Kirkland trail network.

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Construction	5/30/2010	CMAQ	1,164,000
			\$

			\$
<b>Totals:</b>			\$1,164,000

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Planning	12/30/96	ISTEA	\$165,000
Design	12/30/07	81% Local/ 19% CMAQ	\$1,000,000
Right of Way	12/30/07	Local	\$30,000
Construction	12/30/07	Local	\$436,000
Construction	01/01/10	US Highway bill Reauthorization	1,500,000
Inspection	12/30/08	Local	\$205,000
<b>TOTAL:</b>			\$3,336,000

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$0

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$165,000	Planning:	5/30/08
Preliminary Engineering/Design:	\$1,205,000	Preliminary Engineering/Design:	6/30/09

Right of Way:	\$30,000	Right of Way:	8/30/09
Construction:	\$3,100,000	Construction:	5/30/11
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$4,500,000	Estimated date of completion (i.e. open for use)	5/30/11

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

All phases of the project from planning and design to construction will be fully completed if the requested funding is obtained. Planning and preliminary engineering are 100% complete. Preliminary design is 30% complete. Right of Way is not necessary for the project.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

Total project costs are explained in Table D.

**SECTION E: JOINT OPPORTUNITIES**

**Please explain how your project addresses the following:**

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

The City of Kirkland submitted 116<sup>th</sup> Ave NE for the last Statewide Transportation call for projects. We asked for \$1,000,000 and were awarded \$275,000; this funding is currently being used for project design and permitting.

We are anticipating receiving \$1,500,000 in funding through the U.S. Reauthorization bill. If we do not receive the funding through CMAQ we will be in jeopardy of losing this funding.

If we do not receive funding conditions will remain as is. Current conditions are hazardous; bicyclists must ride with traffic on a narrow shoulder, and pedestrians (including school age children walking to Ben Franklin Elementary) walk adjacent to large open ditches on a non-existing pathway. Users are faced with substandard dangerous conditions. This project creates a new dedicated non-motorized route for bicycles and a gravel path for pedestrians and equestrians that will separate users from the street. The project will provide additional pedestrian access to Downtown Bellevue, Totem Lake and the Houghton Park and Ride; allowing for all modes of transportation to be

safely utilized. If this funding is not secured the roadway will remain hazardous to users.

The project will also make substantive and necessary stream enhancements to Yarrow Creek and build appropriate surface water conveyance and treatment facilities consistent with contemporary standards. This will improve the health of Yarrow creek as well as the water quality of Lake Washington. If funding is not secured than the project will be delayed until another source of funding can be secured.

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project has been developed along with the City's planning efforts. The project is included in many of the City's plans: Comprehensive Plan, Non-Motorized Transportation Plan, Capital Improvement Program, and Transportation Improvement Program. All of these plans have gone through a public review process, including public hearings and workshops. Hearings prior to adoption are required for all plans; most recently: Comprehensive Plan (amendment update 7/24/04), Non-Motorized Transportation Plan (Council adoption fall 2001), and 2009-2014 Capital Improvement Program (Adopted December 16, 2008). Additionally, open houses for the project design of 116<sup>th</sup> Ave NE were conducted with the community in May 1995 and October 1996; many letter from citizens, and letters of support from WSDOT, Greater Kirkland Chamber of Commerce, Lake Washington Technical College, North Rose Hill Neighborhood Association, Kirkland Alliance of Neighborhoods, Highlands Neighborhood Association, Puget Sound Clean Air Agency, Everyday Athlete, Cascade Bicycle Club, Washington Coalition for promoting Physical Activity, Elaine Cummins with Seattle & King County Public Health, Kirkland Bicycle, Citizens, Bridle Trails State Park Foundation, Lake Washington Saddle Club, Feet First, Evergreen Hospital, Houghton Neighborhood Association, and South Rose Hill/Bridle Trails Neighborhood Association are available upon request.

The general public and the City have identified this project as a high priority project that addresses the non-motorized transportation needs within Kirkland and the region, improves access to the Park and Ride and addresses safety concerns. 116<sup>th</sup> Ave NE was first identified in the 1994-1999 CIP, is identified in the 2001 NMT Plan, and the Comp. plan.

### **City of Kirkland's Comprehensive Plan:**

For the Bridle Trails neighborhood, this project is identified in the Public Services/Facilities section of Kirkland's Comprehensive Plan (adopted 1995 and amended March 1999), stating, "Any proposed right-of-way improvements to

116<sup>th</sup> Avenue NE...should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic” (page XV.C-10). This project is instrumental for completing the network in this area for the local and regional users of trails and bicycles. The Transportation portion of the Comprehensive Plan identifies goal T-2 to “Develop a system of pedestrian and bicycle routes that forms an interconnected network between local and regional destinations” (page IX-11). This project will support these objectives by completing a portion of the network and increasing the safety and connectivity within Kirkland and the region.

**2001 Kirkland Non-Motorized Transportation Plan:**

Kirkland’s Non-Motorized Plan (adopted September 2001) identifies 116<sup>th</sup> Ave NE corridor as a priority pedestrian bicycle route (figures 4-1 and 4-2). Goal 4 of the Plan is to “Promote Non-motorized Travel and Safety”. The Non-Motorized Plan stressed building upon goals to promote a sense of community by orienting Kirkland to be pedestrian and bicyclist friendly within its centers and with other jurisdictions. The Plan objective being to “increase the number of individuals who can safely travel by non-motorized transportation through integration of non-motorized transportation as an essential element of the transportation system, and the community” (page 1). This project will further this objective by helping complete a link to the center for bicyclists and pedestrians in the community to safely travel. Attached is table 7-2: Bicycle Facility Projects, showing 116<sup>th</sup> Ave NE as a priority project. **March 3, 2009 Kirkland’s Active Transportation Plan** was adopted replacing the Non-Motorized Plan. This plan is not about success in planning for walking and cycling as transportation but is about increasing participation; realizing the necessity for other non-motorized transportation needs. 116<sup>th</sup> Ave Ne is identified in the Active Transportation Plan as a critical part of the cross Kirkland trail – one of Kirkland’s highest priority non-motorized transportation projects; goal G1 of the plan is to develop the Cross Kirkland Trail, the plan states, the trail “cuts through the center of Kirkland on a diagonal, connecting Totem Lake, downtown and Houghton....and the trail can provide excellent regional connections to the north and south.”

**Kirkland’s 2009-2014 Capital Improvement and Six Year Transportation Improvement Programs:**

Kirkland’s CIP lists the 116<sup>th</sup> Avenue NE improvements (project #NM 0001), as does the TIP. This project is a top priority for Kirkland citizens, staff and Council. This project is greatly supported by both the City and the community; both plans have been adopted with rigorous public process and involvement.

**Consistent with Destination 2030:**

This project is consistent with Objectives of Destination 2030: Repaving the corridor, “supports maintenance and preservation of existing transportation infrastructure”; the corridor is a heavily used solid waste truck route that leads to the King County Houghton transfer station, the existing road surface is in very poor condition (PCI of 20), and in need of repaving. The project completes a missing link in the non-motorized system and will “Improve all modes of transportation and keep up with growth” consistent with Destination 2030. Improvements to the North, and Bellevue’s improvements to the South are complete, project is a Destination 2030 priority, and will complete non-motorized improvements along the corridor. Destination 2030 states, “priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, urban centers, and developing intermodal connections (chapter 5, page 43),” This project fills a gap in the existing non-motorized network and provides direct access to Houghton Park and Ride, City of Bellevue’s identified urban growth center, the pedestrian/bike bridge across I-405 at NE 6<sup>0th</sup> Street, and to proposed bicycle/pedestrian improvements along SR 520 leading to downtown Seattle.

**SECTION G: AIR QUALITY**

**NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.**

**Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period.** Be as specific as possible and include examples.

Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

The project includes one mile of non-motorized improvements including access for pedestrians, bicycles and equestrians through a paved lane and adjacent gravel path. The roadway is adjacent to residential land use, and carries over 5000 vehicles per day with an 85<sup>th</sup> percentile speed of 40 mph. The roadway serve many adjacent neighborhoods and City of Kirkland residents east of the freeway and South of 70<sup>th</sup> Street. 116<sup>th</sup> Ave NE provides a convenient by pass to I-405 during periods of congestion. The project will create a non-motorized route linking the Houghton Park and Ride with other non-motorized trails. It will facilitate the ability of residents to use transit, bicycles and their own foot-power to commute throughout the region. Proposed improvements will be a critical transportation link for bicycle commuters that lack a viable north/south route between North Kirkland and Bellevue. Bellevue has developed their non-motorized transportation system to connect to this project and create a non-motorized network to South Lake Washington across I-90 to Seattle. It will also complete a regionally significant corridor linking the City of Kirkland bike route along NE 70<sup>th</sup> Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60<sup>th</sup> Street and the existing City of Bellevue non-motorized improvement South to SR-520. This project will enhance the use of the Houghton Park and Ride at 7024 116<sup>th</sup> Ave NE by creating a non-motorized dedicated route connecting the Park and Ride with residential neighborhoods, the City of Kirkland town center and other non-motorized routes. Users will be able to walk or ride to the Park and Ride on a dedicated path, board an express bus to Bellevue or Seattle and quickly and easily complete their commute without using their car. Facilities will help reduce vehicle miles traveled, encourage mode shift from single occupant vehicle; and promote broader range of transportation options that will lead to reduced emissions. We anticipate environmental benefits from the increased use of non-motorized transportation and mass transit.

This project will also make substantive stream enhancements to Yarrow Creek and build appropriate surface water conveyance and treatment facilities consistent with contemporary standards. This will improve the health of Yarrow Creek as well as the water quality of Lake Washington.

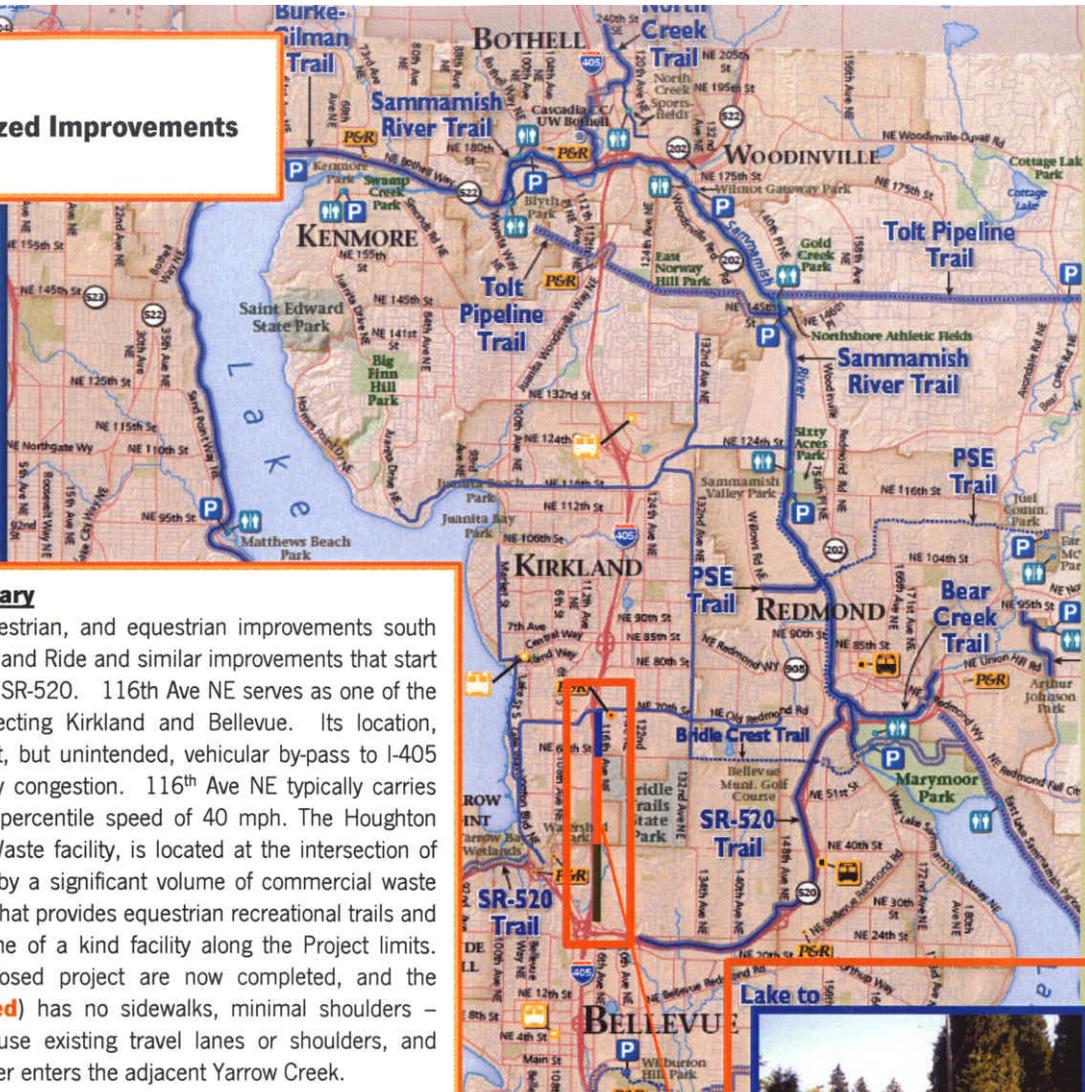


# City of Kirkland

## 116<sup>th</sup> Ave NE Non-motorized Improvements

- Primary Regional Trails**
- Paved
  - Soft-surface
  - Road link connector
- Secondary Regional Trails**
- Paved
  - Soft-surface

- Public Facilities (near trails)**
- Park & Ride
  - Off-street parking
  - Transit center with Park & Ride
  - Restrooms
  - Transit center



### Summary

The City of Kirkland is completing bicycle, pedestrian, and equestrian improvements south along 116<sup>th</sup> Ave NE between the Houghton Park and Ride and similar improvements that start at Bellevue's northern city limits and continue to SR-520. 116<sup>th</sup> Ave NE serves as one of the few north/south transportation corridors connecting Kirkland and Bellevue. Its location, immediately east of I-405 provides a convenient, but unintended, vehicular by-pass to I-405 during peak travel periods and times of freeway congestion. 116<sup>th</sup> Ave NE typically carries over 5,000 vehicles per day and has an 85<sup>th</sup> percentile speed of 40 mph. The Houghton Transfer Station, a regional King County Solid Waste facility, is located at the intersection of 116<sup>th</sup> Ave NE and NE 60<sup>th</sup> Street, and is used by a significant volume of commercial waste haulers. Bridle Trails State Park, a 480-acre site that provides equestrian recreational trails and amenities on a regional and local level, is a one of a kind facility along the Project limits. Improvements north and south of the proposed project are now completed, and the remaining portion of the corridor (shown in red) has no sidewalks, minimal shoulders – bicyclists, pedestrians, and equestrians must use existing travel lanes or shoulders, and roadway direct/untreated discharge of storm water enters the adjacent Yarrow Creek.

The proposed improvements include new storm water facilities/stream enhancements, bike lanes, and a separated multi-purpose gravel pedestrian/equestrian pathway along the east side similar to the Bellevue section.

### Highlights

- Completion of a regionally significant north/south corridor linking the City of Kirkland bike route along NE 70<sup>th</sup> Street from Redmond, the pedestrian/bike bridge across I-405 at NE 60<sup>th</sup> Street, and the existing City of Bellevue's non-motorized improvements south to SR 520.
- 1.0 mile of non-motorized improvements including access for pedestrians, bicycles, and equestrians.
- This route is anticipated to serve a number of bicycle commuters daily.
- Enhancements to an adjacent fish bearing stream, Yarrow Creek which feeds Lake Washington, and surface water conveyance and treatment per DOE standards.
- Repaving of the heavily used solid waste truck route.
- Consistent with Puget Sound Regional Council *Destination 2030*

### Status

The design is currently in final stages, environmental permitting will be completed in 2009 and construction anticipated immediately thereafter.

### Funding

Existing local transportation funding	1,250,000	(secured)
Existing local surface water funding	1,000,000	(secured)
Existing (CMAQ, ISTEA)	750,000	(secured)

**Needed Funds** **\$1,500,000**

Total Project Cost \$4,500,000



**Existing Conditions (North)**  
(Kirkland section completed in 2008)



**Project Area Existing Conditions**  
(Kirkland section uncompleted)



**Existing Conditions (South)**  
(Bellevue section completed)



## City of Kirkland

116<sup>th</sup> Ave NE Non-motorized Improvements

## Project Supporters and Contacts

- Washington State Dept. of Transportation
- Greater Kirkland Chamber of Commerce
- Lake Washington Technical College
- North Rose Hill Neighborhood Association
- Kirkland Alliance of Neighborhoods
- Highlands Neighborhood Association
- Puget Sound Clean Air Agency
- Everyday Athlete
- Cascade Bicycle Club
- Washington Coalition for Promoting Physical Activity
- Elaine Cummins, Seattle & King County Public Health
- Kirkland Bicycle
- Dean Wilson
- Bridle Trails State Park Foundation
- Lake Washington Saddle Club
- Jay Arnold
- Feet First
- Evergreen Hospital
- Lisa McConnell, Houghton Neighborhood Association
- South Rose Hill/Bridle Trails Neighborhood Association
- State Congressional Delegation

**James L. Lauinger**  
**Mayor**

**City of Kirkland**  
**425.587.3800**

**[jlauinger@ci.kirkland.wa.us](mailto:jlauinger@ci.kirkland.wa.us)**

**Ray Steiger, P.E.**

**Capital Projects Manager**  
**City of Kirkland**  
**425.587.3833**

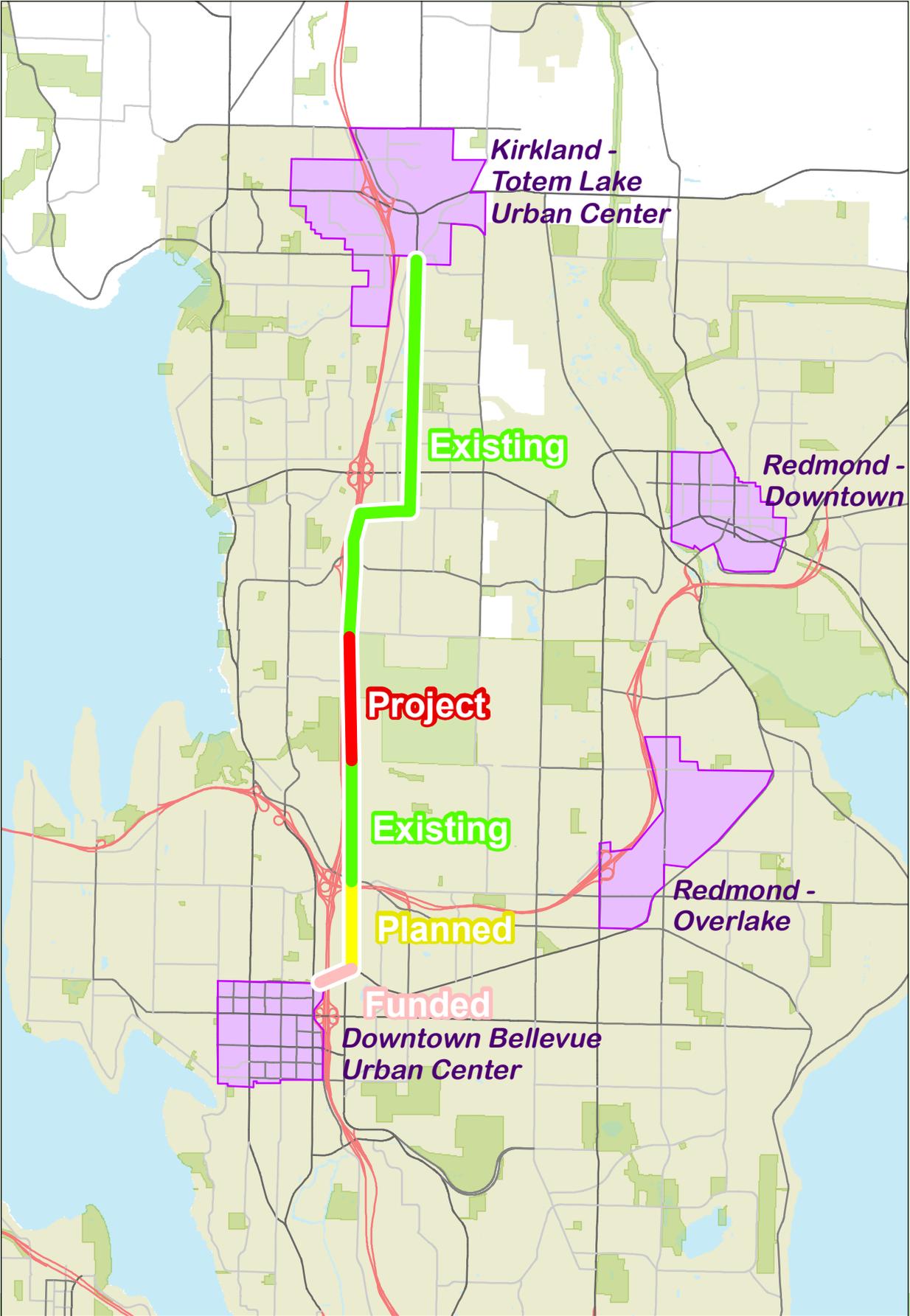
**[rsteiger@ci.kirkland.wa.us](mailto:rsteiger@ci.kirkland.wa.us)**

# 116th Ave NE - Non Motorized Facilities - Vicinity Map



Vicinity Map  
0 48,000 96,000 144,000  
Feet

- Map Legend
- Regional Growth Centers
  - Incorporated Cities
  - Park



0 1,900 3,800 5,700  
Feet



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## VI. LAND USE

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***Policy LU-3.2: Encourage residential development within commercial areas.***

Residential development which is incorporated into commercial areas can provide benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a “sense of community” for those districts.

Residential development within commercial areas should be compatible with and complementary to business activity. Residential use should not displace existing or potential commercial use.

***Policy LU-3.3: Consider housing, offices, shops, and services at or near the park and ride lots.***

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. However, the design of these facilities would have to be carefully considered to ensure protection of the surrounding neighborhood. The City should work with Metropolitan King County to develop standards for housing, offices, shops and services at these facilities.

***Policy LU-3.4: Provide easy access for industrial development from arterials or freeways. Recognize the potential importance of proximity to rail lines in industrial siting. Avoid industrial access through residential areas.***

Because of the heavy truck traffic generally associated with these uses, industrial development should not route traffic through residential neighborhoods. Instead, industrial areas should depend on transportation routes which link them directly to arterials, in close proximity to freeway interchange areas.

Industrial users may also need service by rail, and, in fact, most of Kirkland’s industrial areas are located near the Burlington Northern railroad tracks. Access to rail lines should be preserved for major industrial areas.

***Policy LU-3.5: Incorporate features in new development projects which support transit and nonmotorized travel as alternatives to the single-occupant vehicle.***

Site design can play an important role in encouraging use of alternative transportation modes. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

***Policy LU-3.6: Encourage vehicular and nonmotorized connections between adjacent properties.***

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Fences or impenetrable landscape buffers may prevent pedestrian connection to the business next door or force long detours out to the sidewalk and then back into the adjoining property. The intent of this policy is to encourage connections and to avoid such unintentional barriers to easy access.

### RESIDENTIAL LAND USES

Most of the land in Kirkland is developed with housing of some type whether detached single-family homes, townhouses, or other attached or stacked units. Preservation and protection of these residential neighborhoods is an important goal. Kirkland will continue to be primarily a residential community and that preservation and protection of residential neighborhoods is an important goal.

The notion of preserving community character is one that is explored more fully in the Housing Element and the Neighborhood Plans, where careful review of the features that make a neighborhood unique are

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## VI. LAND USE

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identified. In the Land Use Element, the general notion of protection of community character is promoted. However, this Element also acknowledges that the community will be growing and that a balance must be struck between providing more housing units and preserving the neighborhoods as they are today.

Several of the most important housing issues – affordability, special needs housing, and accessory units – are not addressed in this Element. They are discussed, instead, in the Housing Element.

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***Goal LU-4: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.***

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***Policy LU-4.1: Maintain and enhance Kirkland's single-family residential character.***

The community vision, as described in the Vision Statement of this Plan, is that Kirkland's residential areas are diverse with a variety of housing choices including single-family detached, attached, stacked, cottage, carriage styles and accessory dwelling units.

***Policy LU-4.2: Locate the most dense residential areas close to shops and services and transportation hubs.***

Denser residential areas such as apartments and condominiums should continue to be sited close to or within commercial areas and transportation hubs to increase the viability of the multimodal transportation system.

***Policy LU-4.3: Continue to allow for new residential growth throughout the community, consistent with the basic pattern of land use in the City.***

Although the Land Use Element states that opportunities for new housing units should be dispersed throughout the community, significantly greater densities are not targeted for low-density neighborhoods. Instead, infill development is expected in these areas based on availability of developable land, while higher densities are clustered near existing commercial areas.

***Policy LU-4.4: Consider neighborhood character and integrity when determining the extent and type of land use changes.***

Protection of community character is a theme woven throughout the Land Use Element. Community character is most clearly expressed through the Neighborhood Plans. It is the intent of this policy to direct specific consideration of the unique characteristics of neighborhoods, as described in the Neighborhood Plans, before committing to major area-wide residential land use changes.

### COMMERCIAL LAND USES

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City's neighborhoods provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a regional medical center with good medical care, top notch educational facilities, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business – for employers, employees, and customers.

Problems that the community faces – traffic congestion, particularly – create concerns for commercial land uses. Ease of transporting goods and adequate parking are especially important. An underlying premise of the Land Use Element, expressed in the Vision Statement, is that, in the future, residents of the City will not drive as much as they do presently to minimize traffic congestion and reduce parking needs. To that end, the Element attempts to promote commercial land use patterns that support alternative transportation modes and locate housing in commercial areas where appropriate.

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which

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## VI. LAND USE

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may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

Currently, a hierarchy of “commercial development areas” exists in the City, based primarily on size and relationship to the regional market and transportation system (see Figure LU-2: Commercial Areas).

Some of Kirkland’s commercial areas serve primarily the surrounding neighborhood; others have a subregional or regional draw. Most of the larger commercial areas are centered around major intersections. They depend on principal arterials, the freeway, or the railroad for goods transport and for bringing in workers or customers. Smaller commercial areas, Neighborhood Centers, for example, have a more localized draw. Residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs.

The Land Use Element provides general direction for development standards in commercial areas and describes the future of specific commercial areas in Kirkland. The following terms are used in the discussion of commercial land uses:

### **Urban Center**

An Urban Center is a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system.

### **Activity Area**

An Activity Area is an area of moderate commercial and residential concentration that functions as a focal point for the community and is served by a transit center.

### **Business District**

A Business District is an area that serves the subregional market, as well as the local community. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses.

### **Neighborhood Center**

A Neighborhood Center is an area of commercial activity dispensing commodities primarily to the neighborhood. A supermarket may be a major tenant; other stores may include a drug store, variety, hardware, barber, beauty shop, laundry, dry cleaning, and other local retail enterprises. These centers provide facilities to serve the everyday needs of the neighborhood. Residential uses may be located on upper stories of commercial buildings in the center.

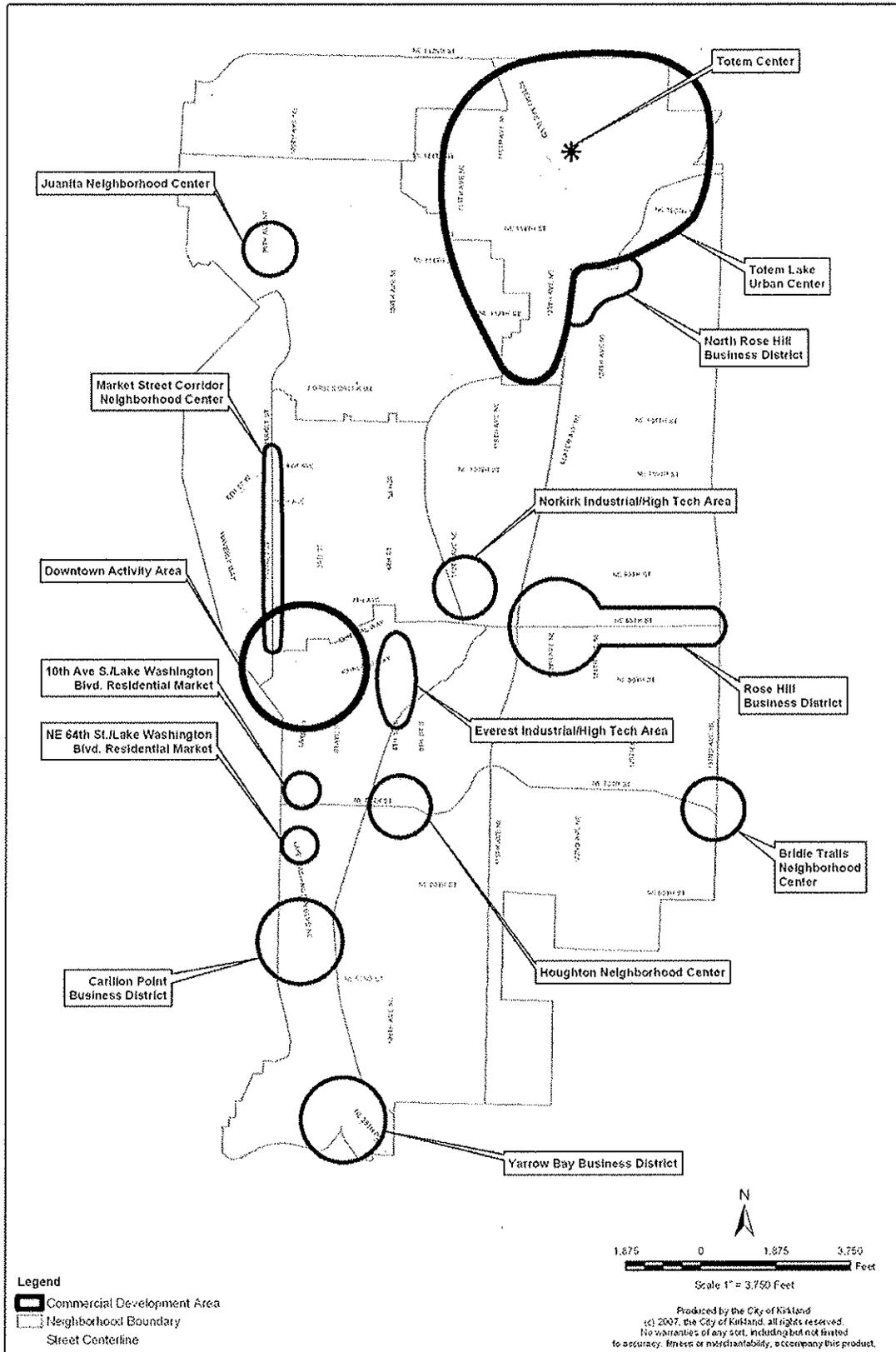
### **Residential Market**

A residential market is an individual store or very small, mixed-use building/center focused on local pedestrian traffic. Residential scale and design are critical to integrate these uses into the residential area. Uses may include corner grocery stores, small service businesses (social service outlets, daycares), laundromats, and small coffee shops or community gathering places.

### **Light Industrial/High Technology Area**

A Light Industrial/High Technology area serves both the local and regional markets and may include office, light manufacturing, high technology, wholesale trade, storage facilities and limited retail.





**Figure LU-2: Commercial Areas**

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## VI. LAND USE

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**Goal LU-5:** *Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.*

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**Policy LU-5.1:** *Reflect the following principles in development standards and land use plans for commercial areas:*

### *Urban Design*

- ◆ *Create lively and attractive districts with a human scale.*
- ◆ *Support a mix of retail, office, and residential uses in multistory structures.*
- ◆ *Create effective transitions between commercial area and surrounding residential neighborhood.*
- ◆ *Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.*

### *Access*

- ◆ *Encourage multimodal transportation options, especially during peak traffic periods.*
- ◆ *Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.*
- ◆ *Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.*
- ◆ *Encourage pedestrian travel to and within the commercial area by providing:*
  - *Safe and attractive walkways;*
  - *Close groupings of stores and offices;*
  - *Structured and underground parking to reduce walking distances and provide overhead weather protection; and*

- *Placement of off-street surface parking to the back or to the side of buildings to maximize pedestrian access from the sidewalk(s).*

- ◆ *Promote non-SOV travel by reducing total parking area where transit service is frequent.*

Each commercial area has its own unique attributes, although generalized development guidelines which work to preserve community character and support a multimodal transportation system are described in the above policies. Particular emphasis is placed on improving pedestrian accessibility in commercial areas.

These policies recognize that urban design is important, and that well-designed commercial areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban commercial design complements and enhances adjacent residential areas.

**Policy LU-5.2:** *Maintain and strengthen existing commercial areas by focusing economic development within them and establishing development guidelines.*

The intent of this policy is that future economic development be concentrated in existing commercial areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the private automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

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## XV.C. BRIDLE TRAILS NEIGHBORHOOD

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*Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.*

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Property on the west side of 116th Avenue NE, across from the park and ride lot, is suitable for office and/or medium-density residential development, subject to the following standards:

- (1) Building height, bulk and modulation, window treatments, and roofline design should reflect the scale and character of single-family development to the south and east.
- (2) To preserve a vegetated setback along 116th Avenue NE, surface parking should be limited to the northern, western, or southern portions of the site, and should not be located between buildings and 116th Avenue NE.
- (3) Significant trees on the site should be retained to the maximum extent possible.
- (4) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east and south.

*Commercial recreation facilities should be permitted to expand.*

---

The other major economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails King County Park and the Bridlewood Circle area. In addition, commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-6).

### 6. OPEN SPACE/PARKS

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*Bridle Trails Parks serve both local and regional open space/park needs.*

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Bridle Trails State and County Parks comprise a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the parks serve a broader public interest as they are used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. These parks should remain essentially as a large wooded open space.

*Recreational opportunities exist, but a need for a neighborhood park is unmet.*

---

There are presently no parks in the Bridle Trails Neighborhood which contain a playground facility. Acquisition and development of a neighborhood park with playground facilities should be sought.

*Impacts from the King County Transfer Station and sports fields should be minimized.*

---

North of NE 60th Street and east of 116th Avenue NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a landfill. The sports fields are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use.

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## XV.C. BRIDLE TRAILS NEIGHBORHOOD

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### *Pedestrian and bicycle pathways are discussed.*

---

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-2.

### **7. PUBLIC SERVICES/FACILITIES**

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### *Storm runoff should be limited. The natural drainage system should be maintained or restored.*

---

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition. Storm runoff from developed sites should be limited to predevelopment levels.

---

### *Undergrounding of utilities is to be actively encouraged.*

---

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of utilities should be actively encouraged (see Public Services/Facilities, Community Goals and Policies chapters).

---

### *Modifications to major roadways in the Bridle Trails area are listed.*

---

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th

Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-2).

---

### *(1) NE 60th Street and 122nd Avenue NE are collector arterials.*

---

NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be maintenance or improvements to pedestrian/bicycle/equestrian trails, especially on NE 60th Street and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize adverse impacts associated with vehicles utilizing this facility.

---

### *(2) NE 70th Street should be designated as a secondary arterial.*

---

NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to this traffic corridor should include a three-lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.

---

### *(3) 116th Avenue NE should remain as a collector arterial.*

---

One-hundred-sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of this arterial are single-family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a pedestrian/bicycle/equestrian trail separated from traffic should be included.

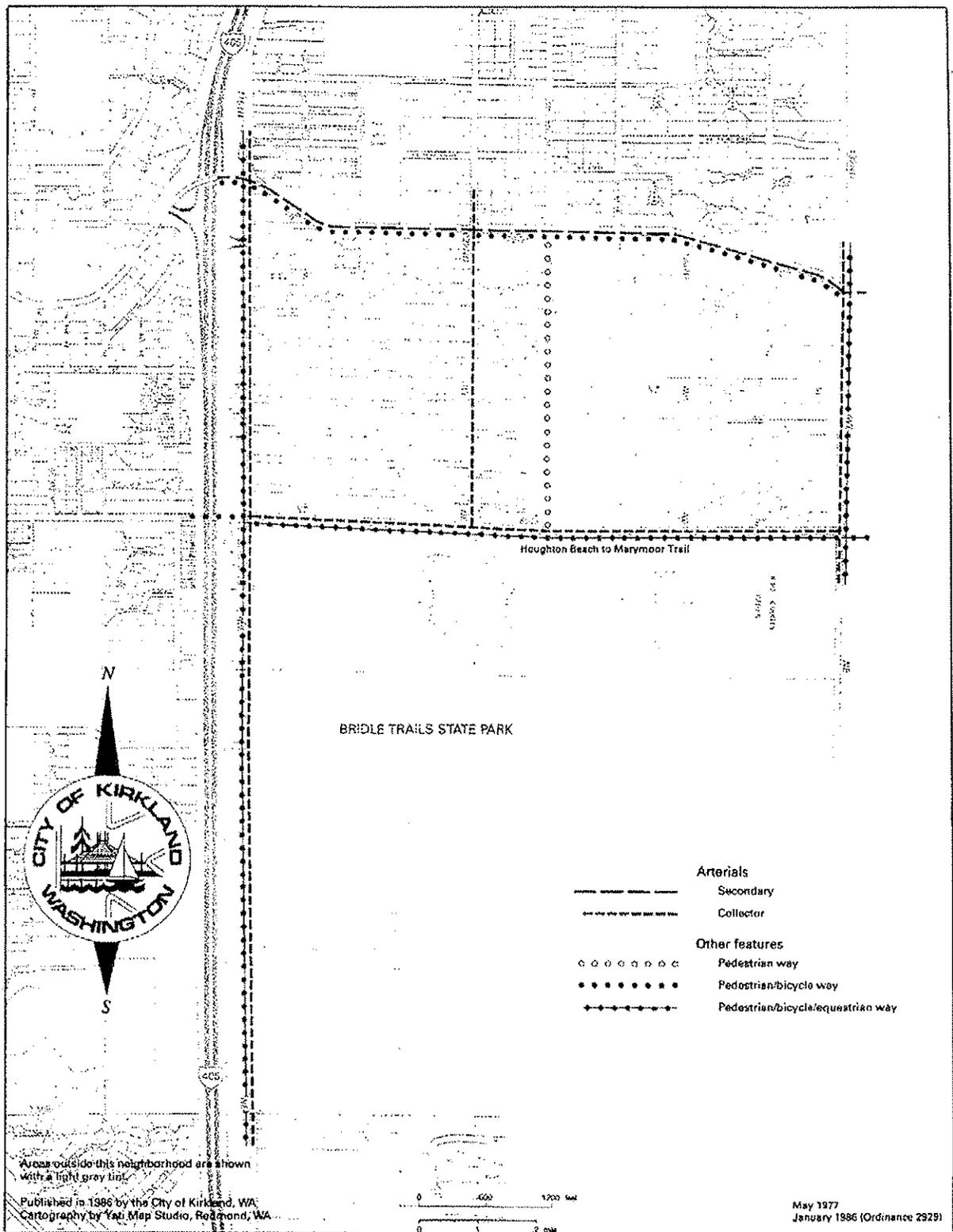


Figure BT-2: Bridle Trails Circulation

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## XV.C. BRIDLE TRAILS NEIGHBORHOOD

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*The State Highway Department should seek to mitigate existing and possible future impacts of I-405.*

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The Interstate highway borders this area on the west and creates severe noise impacts on adjacent uses. If the State Highway Department makes further improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way and an extensive program of berm or other noise deflector construction.

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*Impacts from the Houghton Kirkland Park and Ride lot should be minimized.*

---

The State Department of Transportation has a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. Any future expansion of the facility should be carefully designed to protect the adjacent residences to the east and south. Points of access should be minimized to avoid congestion and safety problems. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

---

*Bicycle and pedestrian paths are planned for this area.*

---

Within the Bridle Trails Neighborhood, the path system shown in Figure BT-2 does not include all existing and future sidewalks and paths but merely the major elements. A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the surrounding residences and the school and should be improved with public signing provided to designate the path.

---

*Adequate water and sewer service should be required in all new developments. New septic tanks are prohibited.*

---

Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single-family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed.

### 8. URBAN DESIGN

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*Urban design assets are identified.*

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On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-3).

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*'Edges' and 'visual landmarks' are discussed.*

---

The neighborhood's western border is vividly and effectively provided by a 'hard edge' Interstate 405. Major visual landmarks are the Bridle Trails

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## XV.C. BRIDLE TRAILS NEIGHBORHOOD

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State Park, the Bridle Trails Commercial Center, and the high voltage power lines. The dominant visual landmark of the wooded park creates a 'soft edge' which in turn reflects and reinforces the wooded and equestrian image of the neighborhood. This image is quite apparent from the major 'pathways' through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The high voltage power lines and 124th Avenue NE, an unopened right-of-way, run north and south dividing the neighborhood in half and are used as a point of reference.

---

*'Major view' is discussed.*

---

A major view in this neighborhood is identified on Figure BT-3 - Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I-405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility lines.

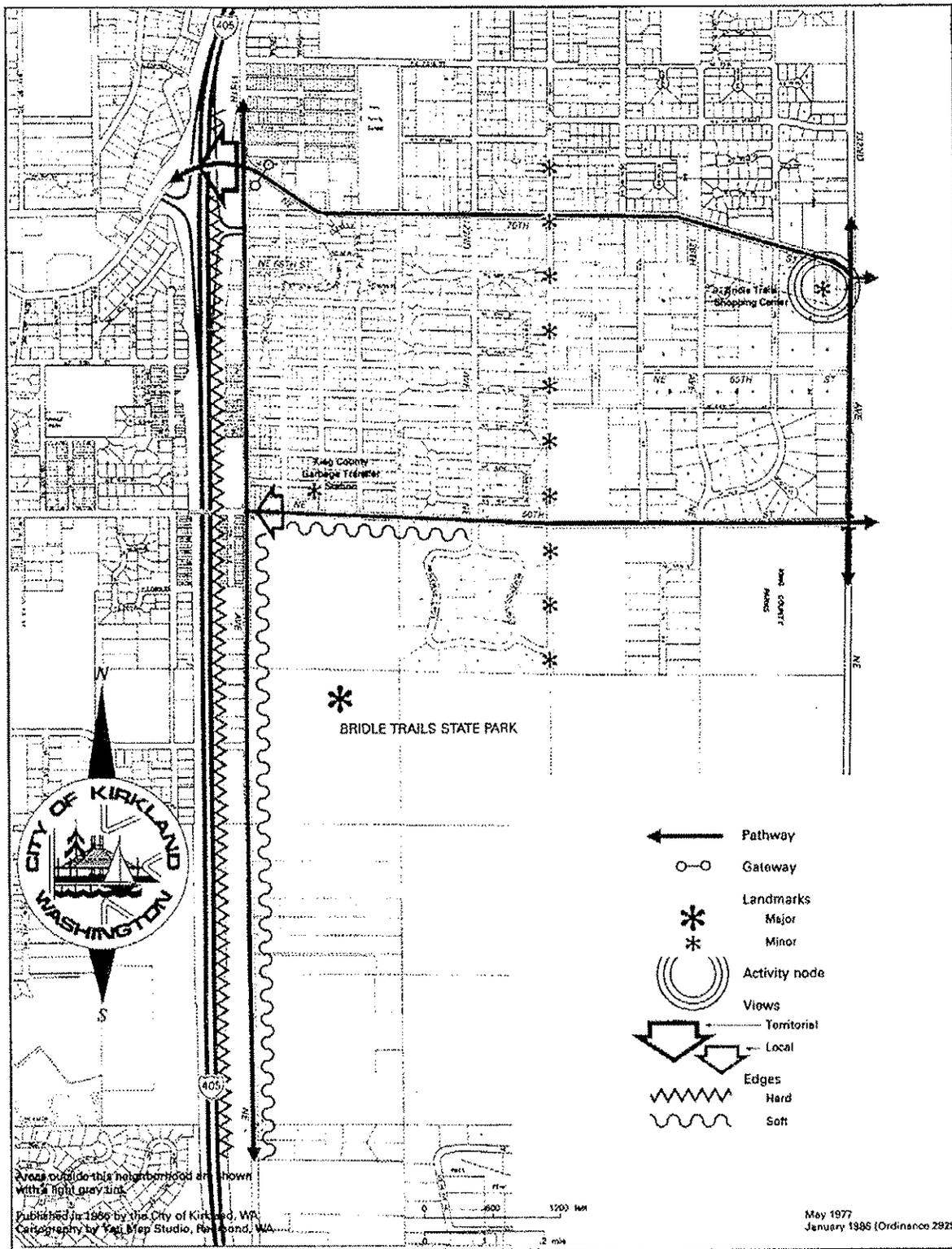


Figure BT-3: Bridle Trails – The Image of the City

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## IX. TRANSPORTATION

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***Goal T-3: Work to establish and promote a transit and ridesharing system that provides viable alternatives to the single-occupant vehicle.***

***Policy T-3.1: Design transit facilities (stations, centers, park and rides, shelters, etc.) that are easily accessible from other modes of transportation, accommodating those with disabilities, and appealing to pedestrians, and that may contain residential, office, institutional and/or commercial uses where appropriate.***

The location of transit facilities within the overall transportation system should be carefully considered so that they will be easily accessible by all modes.

Part of reducing reliance on the single-occupant vehicle is getting people to use transit rather than drive. Residential, office and/or commercial developments near transit facilities are helpful in achieving this reduction. When designing transit facilities, bicycle racks, ample sidewalks, and nonmotorized connections to neighborhoods should be considered.

For those that drive, parking or drop-off facilities are important considerations. Ridesharing to transit facilities should be encouraged.

The Americans with Disabilities Act requires convenient access for those with disabilities to new and remodeled facilities. Facility planning should also take into account the access needs of all ages of children, teens, adults, and seniors.

Appealing facilities that are well lit, comfortable, and clean will encourage greater use.

***Policy T-3.2: Support the development of regional high-capacity transit serving Kirkland.***

Kirkland should support regional transit planning and implementation because transit is provided by regional agencies and most transit trips are to destinations outside of Kirkland. Kirkland can support regional transit planning by actively participating in regional transit discussions, providing land use patterns which will ultimately support a system, and

adopting goals and policies which make our position known and are consistent with the needs of a successful regional system.

***Policy T-3.3: Locate the routes and stations of the future regional high-capacity transit system to support Kirkland's transportation and land use plans.***

Kirkland should provide input to the appropriate regional bodies to ensure that the locations of high-capacity transit routes and stations are consistent with our land use and transportation plans.

The Land Use Element and the Totem Lake Neighborhood Plan support creation of a transit center in Totem Lake and a compact commercial district in the northeast quadrant of the interchange with I-405 and NE 124th Street in part because it has good potential for transit service. These policies, and others, should provide the basis for transportation decisions.

***Policy T-3.4: Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with linkages between Kirkland neighborhoods, business districts, and other important local and regional destinations.***



*Park and Ride at NE 70th Place*

Transit service which concentrates on connections within Kirkland and to other Eastside destinations, while maintaining convenient commuter service across the lake, are high priorities. To achieve this, Kirkland should work with the transit providers in making our views known.

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# IX. TRANSPORTATION

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## *MAINTAINING MOBILITY*

The Comprehensive Plan promotes a new balance among the various modes of travel through an expansion of transit, ridesharing, walking, and bicycling opportunities on or adjacent to the existing vehicular system.

The plan supports the maintenance and enhancement of vehicular capacity on the existing system and recognizes the continued importance of vehicular circulation to local mobility, but not at the expense of other modes of travel or community character. This strategy is likely to result in higher levels of roadway congestion in specific areas, but provides more travel options for those who choose to use alternative modes of travel.

---

***Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.***

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***Policy T-4.1: Promote efficient use of existing rights-of-way through measures such as:***

- *Intersection improvements;*
- *Time-of-day parking restrictions along congested arterials;*
- *Signal timing optimization;*
- *Added center left-turn lanes; and*
- *Limiting left turns along congested arterials.*

The existing vehicular circulation system in Kirkland is largely complete, and improvements to this system should focus on maximizing the use of existing vehicle lane capacity, rather than physically adding new lane capacity. Road widening solely for general purpose use is generally not preferred.

This policy supports the use of transportation system management strategies to maximize the use of existing rights-of-way. These are relatively low-cost ex-

penditures – for intersection or signal improvements, for example – which increase the efficiency of the system.

***Policy T-4.2: Consider improvements such as queue bypasses, time-of-day parking restrictions, transit signal priority and arterial transit lanes for transit or carpool use that will increase the people-carrying capacity of roadways.***

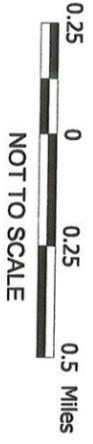
When faced with a limited transportation system and financial resources, it becomes critical to make the best of what we have. One way the City can increase the people-carrying capacity of existing roadways and encourage alternative modes of transportation is by improving mobility for transit or carpools.

In Kirkland and most other cities, transit currently sits in traffic with other vehicles. The benefit of riding transit, consequently, is diminished considerably. Lanes on arterial streets dedicated to transit or carpools are not commonly found as yet. Before Kirkland can build arterial transit lanes or queue bypasses, study is needed to ensure that it is physically possible and will be safe. Another important consideration is the impact of these facilities on community character. Transit mobility will serve Kirkland residents, but the City will have to balance the desire for transit mobility with negative impacts when making the decision whether or not to proceed.

***Policy T-4.3: Maintain a system of arterials, collectors, and local access streets that forms an interconnected network for vehicular circulation.***

Traffic spread over a “grid” of streets, which is designed appropriate to neighborhood and system needs, flows smoothly. Kirkland has a number of existing cul-de-sacs, which help to create quiet and private residential areas. At the same time, however, cul-de-sacs and dead ends result in uneven traffic distribution and benefit some at the expense of others. Valuable emergency response time can also be lost when connections between arterials are missing. Pedestrian and bicycle traffic is also interrupted. Future street connections should be considered when the City reviews its Citywide road network system.

# Proposed Bicycle System



NOTE: This map is not intended to depict all potential bicycle facilities. The Proposed Bicycle System shows priority one and two corridors as identified in the 1995 MWT Plan to provide a framework for building a complete bicycle network.

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- ### BICYCLE SYSTEM
- Priority One Corridor Routes
  - Shared Use Paths
  - Bike Lanes/Shared Roadways
  - Priority Two Corridor Routes
  - Transit Facility
  - Commercial/Destination
  - Parks
  - Public Schools
  - Business District
  - Bike Lanes



**TABLE 7-1: PEDESTRIAN FACILITY PROJECTS**

Project Type	Project Rank (2001)	1995 NMTFP Project No.	Construction Year (from 2002-Walk Route?)	School Route?	Description	Location/Project Name	Limits	Justification/Benefits	Length (ft)	Cost	Project Number
Sidewalk	39		UNF	YES		18th Ave West	Market St to 10th St W				
Pathway	40		UNF	YES	Construct new sidewalk on south side of 12th Ave	12th Ave Sidewalk	BNSFRF to 6th St				
Sidewalk	41		UNF	YES		NE 73rd St Sidewalk	130th Ave NE to 132nd Ave NE		630	\$233,100	
Sidewalk	42		UNF		Construct new sidewalk on south side of Kirkland Ave	Kirkland Ave Sidewalk (2)	Salvation Army to 6th St S				
Sidewalk	43	11	UNF			Kiwanis Park Connection	Kiwanis Park to Juanita Beach Park				
Sidewalk	44		UNF	YES	Construct new sidewalk on west side of 6th St S	6th Street South	NE 68th St to BNSFRF				
Crossing	46		UNF			NE 116th St/NE 104th Ave	@ Intersection		N/A		
Sidewalk	47		UNF	YES	Complete missing segments and reconstruct damaged sidewalk on east and west sides of 103rd Ave NE	103rd Ave NE Sidewalk	NE 64th St to NE 68th St	Project identified by School Walk Route committee in 2001.	400	\$66,260	
Sidewalk	48		UNF			NE 120th St Sidewalk (1)	93rd Ave NE to 97th Ave NE				
Crossing	49		UNF	YES		NE 116 St/108 Ave NE	@ Intersection		N/A		
Pathway	50		UNF			122nd Ave NE Path	NE 70th St to NE 80th St				
Sidewalk	51		UNF	YES	Construct new sidewalk on east side of 94th Ave NE	94th Ave NE Sidewalk	NE 124th St to NE 128th St	Project identified by School Walk Route committee in 2001.	900		
Pathway	52		UNF	YES	Pathway improvements along the south side of 104th Ave NE	NE 104th St Pathway	132nd Ave NE to existing improvements to west	Project identified by School Walk Route committee in 2001.	1,860	\$92,000	
Sidewalk	53		UNF	YES		111th Ave NE Sidewalk	NE 100th St to NE 104th St	Project identified by School Walk Route committee in 2001.			
Sidewalk	54		UNF	YES		126th Ave NE Sidewalk	NE 86th St to NE 90th St	Project identified by School Walk Route committee in 2001.			
Sidewalk	55		UNF	YES		NE 60th St Sidewalk	116th Ave NE to 132nd Ave NE	Project identified by School Walk Route committee in 2001.			
Sidewalk	56		UNF		Construct new sidewalk on west side of Waverly Way	Waverly Way Sidewalk	Market Street to Waverly Park				
Street	57		UNF			NE 120th St Sidewalk (2)	100th Ave NE to 102nd Ct	Pedestrian safety			
Signal/Crossing	58		UNF	YES		NE 70th & 122nd Ave	@ Intersection	Pedestrian continuity	N/A		
Sidewalk	59		UNF	YES		16th Ave W Sidewalk	Market St to 10th St W				
Pathway	60		UNF			130th Ave NE	NE 108 St to NE 109 St				
Signal/Crossing	61		UNF			Juanita Dr/93rd Ave NE	@ Intersection	Pedestrian continuity	N/A		

Funded Projects for 2002-07 are shown in bold typeface. Unfunded projects are identified by UNF.  
 \* NE 138th Street Overpass plans revised in 2001 to include general purpose lanes (i.e., no longer considered strictly a nonmotorized project).  
 \*\* Funding shown only represents the City of Kirkland's share of total funding for the project.

TOTAL LENGTH 2002-07 PROJECTS (FEET) 16,670  
 TOTAL LENGTH 2002-07 PROJECTS (MILES) 3.2



# 1. INTRODUCTION TO THE PLAN

*“The sum of the whole of life is this:  
Walk and be happy;  
Walk and be healthy—  
The best way to lengthen out  
Our days is to walk steadily  
And with a purpose.”*  
-Charles Dickens

The 2001 Nonmotorized Transportation Plan for the City of Kirkland provides a plan of action for substantially improving the City’s pedestrian and bicycle systems. The overall Plan Objective is stated below.

**PLAN OBJECTIVE**  
*Increase the number of individuals who can safely travel by nonmotorized transportation through integration of nonmotorized transportation as an essential element of the transportation system, recreation system and the community.*

Nonmotorized transportation includes the primary modes of walking and bicycling but also includes other modes such as skateboards, scooters and in-line skates. People choose to live and work in Kirkland because of its overall quality of life. The Nonmotorized Transportation (NMT) Plan strives to continue efforts to maintain and enhance these attributes. Surveys and community outreach repeatedly confirm that nonmotorized transportation systems have a strong relationship to people’s sense of quality of life. Providing for and improving recreational and commuter forms of nonmotorized transportation will make Kirkland an even better place to live, work and visit. Some of the benefits of implementing the Plan include:

- Improves safety
- Improves community livability and health
- Reduces traffic congestion
- Reduces parking demand
- Creates incentives for development

- Maintains eligibility for grant funding of NMT projects

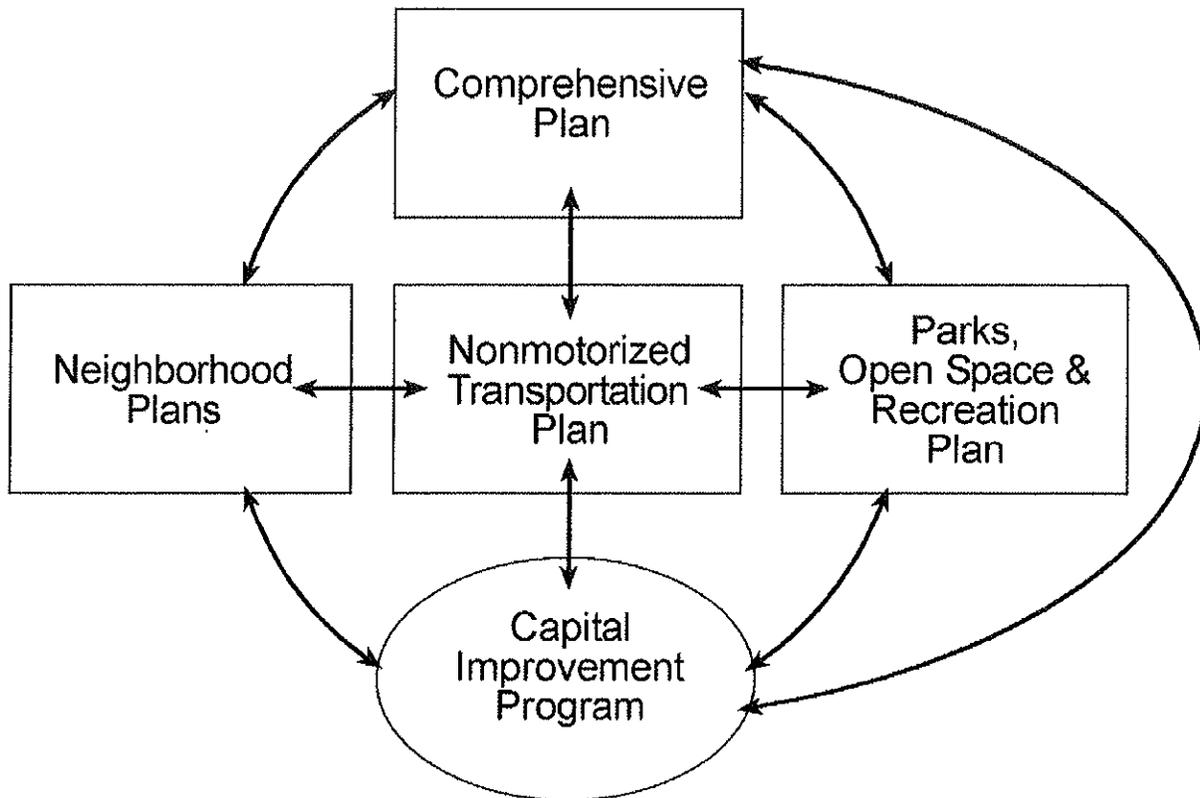
Kirkland’s citizens have asked for and, through the implementation of this Plan, will receive a safe and complete travel network with a wide range of options. Being implementation-oriented, this Plan includes policies and strategies for designing, financing and managing the NMT system.

Implementation of the Plan involves actions by City of Kirkland staff in a wide range of positions in the overall City organization. This Plan attempts to outline each of these individual efforts and tie them to the central goals. Figure 1-1 on the following page depicts the relationship of this document to other City documents. On the long-range planning side, the NMT Plan incorporates and elaborates on some of the goals contained in the Kirkland Comprehensive Plan and the Comprehensive Parks Open Space and Recreation Plan. At the institutional level, the NMT Plan provides a vision that is the basis for the regulations contained in documents such as the Zoning Code and Pre-Approved Plans (roadway standards).

The 2001 NMT Plan updates and replaces the 1995 NMT Plan. The 1995 plan was Kirkland’s first NMT plan. It was created through an 18-month process led by three City of Kirkland departments – Parks and Community Services, Public Works, and Planning and Community Development. That process incorporated a tremendous amount of input from community members in addition to Park Board, Planning Commission and City Council. The development of the 2001 update of the NMT Plan has also solicited input from these groups. The update does not change the 1995 plan’s basic policy.



FIGURE 1-1



**1.1 PLAN OVERVIEW: HOW TO REVIEW AND USE THE PLAN**

The Plan is divided into eight chapters, plus appendices. The organization of chapters reflects the planning process in developing the Plan. The NMT Plan begins with general background information, an overview, and executive summary recommendations. Next, supporting historical data, a summary inventory of existing systems, descriptions of planning principles, design standards, and goals and policies are provided. Finally, the NMT system maps show projects for implementation. Individual chapters include:

**Chapter 1: Introduction to the Plan**

Chapter 1 assists the reader in understanding the content of the Plan by

providing a summary of background information. Key features of the planning, review and adoption process are listed, as well as a summary of the NMT system and its relationship to potential regional connections.

**Chapter 2: Nonmotorized Transportation (NMT) in Kirkland**

Kirkland’s citizens and City staff have been active in planning for nonmotorized transportation for many years; Chapter 2 traces the history and future of NMT planning in the City.

**Chapter 3: Existing Facilities Inventory and Suitability**

Chapter 3 provides a description of the existing nonmotorized transportation



*"There is something about riding down  
the street on a prancing horse  
that makes you feel like something,  
even when you ain't a thing."  
-Will Rogers*

This Plan contains recommendations to construct hundreds of miles of bicycle and pedestrian facilities. Recognizing that this will not occur overnight, this chapter suggests a planning approach that will ensure that the improvements are planned strategically in the interim.

### 4.1 MEASUREMENT OF LEVEL OF SERVICE AND PROGRESS

#### Background

Many communities have attempted to develop level of service (LOS) measurements to apply to NMT systems. Most of the methods that have been developed for NMT systems are oriented towards evaluation of a specific roadway/trail segment. In an effort to find a LOS measure that reflects the quality of the *citywide system*, several noted bicycle-friendly communities were surveyed on how they monitor the quality of their bicycle systems. These cities included Boulder, Colorado; Davis, California; and Portland, Oregon. It was discovered that none of these cities apply a system-wide nonmotorized level of service evaluation that is analogous to highway LOS. While they all monitor the mileage of their expanding systems (with Portland also identifying a build-out mileage target), their overall planning methods are more concerned with the types of facilities that are to be developed. In Boulder, bike routes and bike lanes are built within a grid-based system of priority corridors, while recreation-oriented off-street trails are aggressively pursued along an extensive network of rivers and creeks.

Davis also has a dual approach; they are developing a system of bike lanes on destination-streets and complementing it with off-street trails that extend through parks and connect cul-de-sacs. Portland has limited opportunities for new off-street trails and focuses on construction of bike lanes and bike routes, particularly in areas where density and demographics ensure good utilization of the facilities.

#### 1995 NMT System Mileage Level of Service

To arrive at a LOS for the pedestrian and bicycle systems, Kirkland's 1995 NMT plan borrowed from a national practice for measuring a community's parks and recreation LOS. With this method, level of service was measured by dividing the total number of miles of each type of NMT facility (i.e. bicycle facilities, sidewalks or walkways) falling in priority corridors by the population of the city. As the population increased, NMT facilities would have to increase proportionately to maintain the same level of service. The difficulty with the 1995 plan's LOS method was that while it provided a measure of built nonmotorized facilities relative to population, it did not address system connectivity or completeness very well. It was also problematic with regards to population growth because it potentially limited opportunities for nonmotorized facility improvement when population growth is low and assumed the need for continued development even if the system is complete.

#### 2001 NMT Plan Progress Measures

While the 2001 NMT Plan replaces the 1995 Plan's LOS measures with two new measures, the Priority Corridor System is still used. The Pedestrian and Bicycle Priority Corridor networks are depicted in Figures 4-1 and 4-2 respectively. The corridors designate the locations that should be given preference



when developing new NMT facilities. The individual corridors were identified as key connections between residential areas, schools, transit routes, the library, parks, shopping areas, and other centers of activity.

Priority One Corridors represent significant north-south and east-west routes, both existing and potential. The spacing between Priority One Corridors is approximately 1/2-mile in the pedestrian system and approximately one mile in the bicycle system. The Priority One Corridors for each system are intended to form the basic framework upon which the systems will be developed. As such, these corridors should be given priority when selecting projects to construct.

Priority Two Corridors represent the next level of importance in nonmotorized transportation connectivity. These corridors are approximately 1/4-mile apart in the pedestrian system and 1/2-mile apart in the bicycle system. Priority Two Corridors include connections from cul-de-sacs and connections between Priority One Corridors. Priority Two Corridors should be given priority during project selection, but to a lesser degree than Priority One Corridors.

Based on comments received during preparation of the 2001 update, the 1995 Plan's LOS measurement system is replaced by a new simplified method of assessing progress consisting of two measures: *System Mileage* and *Complete Corridors*.

#### ***System Mileage Measure***

First, a System Mileage Measure is to be monitored for both the pedestrian and bicycle systems. System Mileage is defined as the number of miles of facilities that are constructed *within the pedestrian*

*or bicycle Priority Corridor system*. For example, the 2000 system inventory revealed that there are 102.1 miles of pedestrian facilities in Pedestrian Priority Corridors and 41.0 miles of bicycle facilities within the Bicycle Priority Corridors. Future goal values for the System Mileage measure are contained in Chapter 5 under the discussion of Goal 9. It should be noted that calculation of System Mileage involves the grouping of various types of facilities such as sidewalks and paths and, therefore, does not reflect the aspect of system quality resulting from the proportion of various types of facilities. This has been addressed by the establishment of Policy 1.1 in Chapter 5, which states that off-street trails and walkways provide a more pleasant experience and should be pursued as much as possible.

#### ***Complete Corridors Measure***

The second measure that is adopted with the 2001 NMT Plan is the Complete Corridors Measure. This is applied to the pedestrian and bicycle systems separately and it consists of the number of Priority Corridors that are continuously served by facilities throughout their length. This measure is important to achieving connectivity in the NMT systems as soon as possible. With the 2000 system inventory, there were two complete east-west Pedestrian Priority Corridors (NE 60<sup>th</sup> St. and NE 70<sup>th</sup> St.) and two complete north-south corridors (Market/ Lake Washington Blvd. and 132<sup>nd</sup> Ave. NE). The inventory also revealed that there was only one complete Bicycle Priority Corridor – the east-west corridor of NE 132<sup>nd</sup> St (King County). Future goal values for the Complete Corridors measure are contained in Chapter 5 under the discussion of Goal 9.

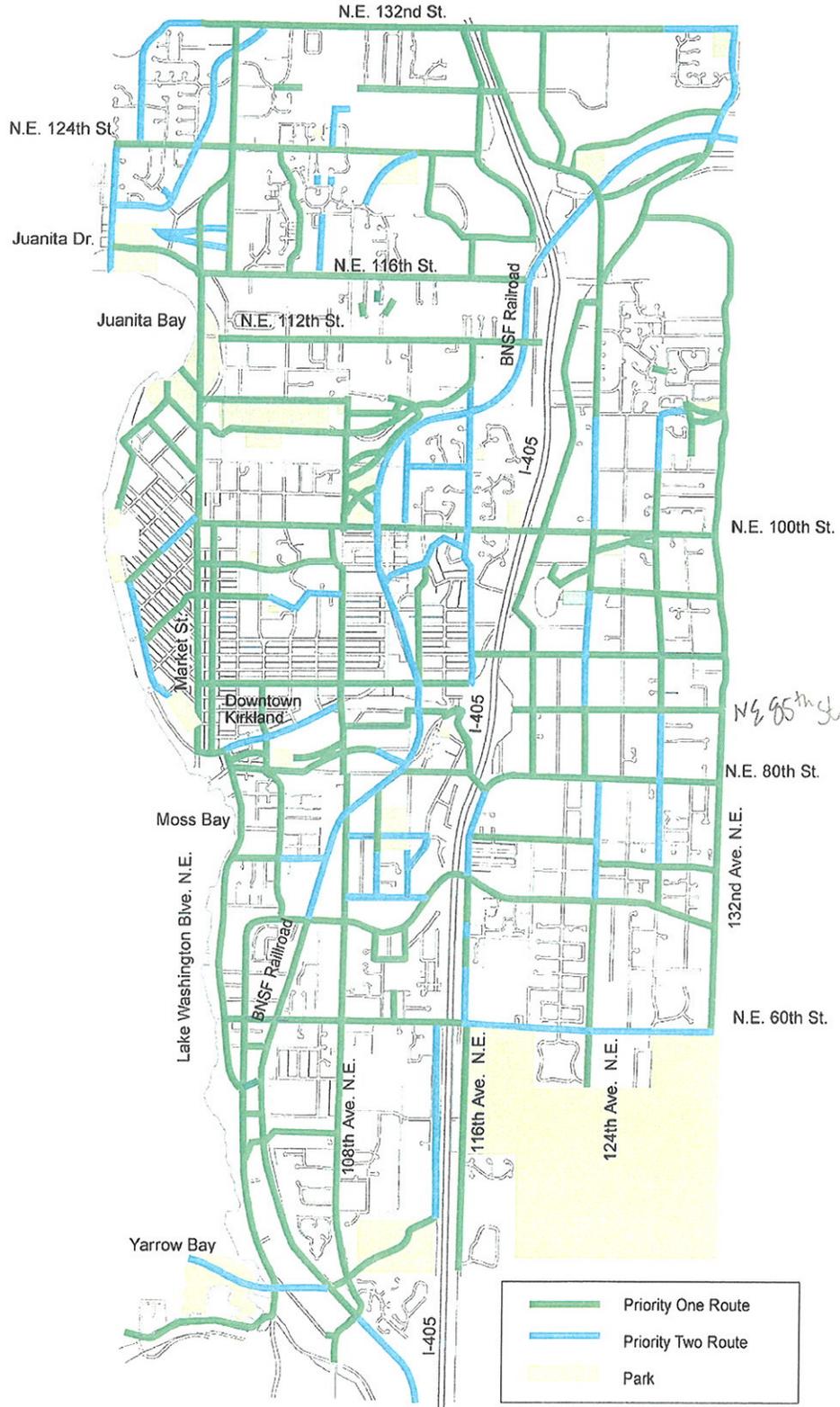
## **4.2 PUBLIC AND PRIVATE DEVELOPMENT OF THE NMT SYSTEMS**

This Plan calls for completion of the NMT systems through two very different means: publicly sponsored projects and conditions set on private development. The public projects



# PRIORITY CORRIDOR NETWORK FOR PEDESTRIAN PLANNING

Figure 4-1



4. PLANNING GUIDELINES





# PRIORITY CORRIDOR NETWORK FOR BICYCLE PLANNING

## Figure 4-2





**GOAL 4: PROMOTE NONMOTORIZED TRAVEL AND SAFETY**

**Policy 4.1 - Conduct NMT Education and Promotion Efforts for the General Public**

Educate the public about the health, recreational, financial, environmental, energy, and transportation benefits of nonmotorized transportation. Kirkland should consider developing a comprehensive and integrated public informational education program highlighting issues and available programs that describe the potential benefits of nonmotorized transportation. The program should be developed in conjunction with local and regional government agencies, including the Lake Washington School District, and consider integration with public transit education and promotion efforts. Other efforts should include:

- Promote the physical and mental health benefits of physical activity.
- Maintain the Kirkland Park Facilities and Trail Guide with up-to-date information.
- Maintain the Kirkland Bicycling Guide with up-to-date information.
- Provide technical assistance to employers, employee transportation coordinators and building managers in installing high-quality secure and convenient bicycle parking, shower and locker facilities.
- Participate in regional transit transportation fairs and forums.
- Promote established bike-to-work and walk-to-work days.
- Include promotional articles about bicycling and walking in City publications.
- Include directions for nonmotorized travel to public meetings.
- Identify employee incentives that affect transportation choices. Make revisions so that travel by bike and foot is encouraged.

- Issue regular press releases about Kirkland’s nonmotorized transportation program.
- Develop and implement a program to make bicycles available to City employees conducting City business. This bicycle pool should be similar to the City’s car pool.
- Provide drivers, bicyclists and pedestrians with information on how to share the road. This would help motorists treat bicyclists as legal users of the public roads.

**Policy 4.2 - Provide NMT Education and Promotion Through the Commute Trip Reduction Program**

Through adoption of an ordinance, the City enacted the State Commute Trip Reduction (CTR) Act. The intent of this law is to improve air quality, reduce traffic congestion and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to single-occupancy vehicles or vehicle use for commute trips.

The CTR law mandates that each affected jurisdiction review local parking policies and ordinances to insure compliance with commute trip reduction goals and guidelines. This NMT Plan recognizes the mandate and incorporates the Growth Management Planning Council’s work. Kirkland should pursue the following efforts associated with the program:

- Produce public NMT information materials tailored specifically to commuters.
- Require new multifamily, office and industrial development to implement Transportation Management Programs, which include NMT options.
- Continue the partnership with the business community through



- coordination of employer networking groups.
- Develop incentives for employers whose employees use NMT to exceed the basic requirements of the CTR law.
- Support the development of new ideas and programs for changing commuter behavior.

**Policy 4.3 - Provide Public Education/Awareness of NMT Program**

As part of nonmotorized transportation educational policies, Kirkland should utilize a strategic program aimed at reminding pedestrians, motorists, bicyclists, and equestrians how to safely coexist. This program should include working with the City Manager’s Office to include NMT educational information in the City Update as well as installing informational signing where appropriate.

**Policy 4.4 - Provide Public Awareness of the Health Benefits of NMT**

The City should assist agencies such as the Seattle & King County Public Health Department and Centers for Disease Control and Prevention (CDC) in educating the residents of Kirkland of the health risks that arise from physical inactivity and the health benefits of walking, cycling, and other exercise. Research from these groups shows a strong link between physical activity and health. The Surgeon General has reported that the benefits of regular physical activity may include decreased risk of heart disease, weight control, and relief of symptoms associated with depression and anxiety.

The CDC has also been very active in promoting regular physical activity for children. The “KidsWalk-to-School” program, developed by the CDC, encourages children to walk or bicycle to and from school. The City should work with the Lake

Washington School District to promote this program in Kirkland.

**GOAL 5: MAINTAIN HIGH STANDARDS FOR THE DESIGN OF PEDESTRIAN FACILITIES**

**Policy 5.1 - Adhere to Pedestrian Facility Design Standards of NMT Plan**

Chapter 6 of this Plan contains standards for the primary aspects of walkway design. These standards are based upon accepted national standards. They should be adhered to for all City and developer walkway construction projects.

**Policy 5.2 - Adhere to Zoning Code Provisions on Sidewalk Design**

In the design of Capital Improvements Projects, Kirkland should adhere to the Zoning Code provisions for landscape requirements. Meandering sidewalks should be considered when necessary to preserve or avoid topographical features, existing trees, and to minimize property disruption. Conformance to these provisions should be reviewed when sidewalks are constructed by parties other than the City.

**Policy 5.3 - Construct Appropriate Street Crossing Treatments**

Continue to implement appropriate treatments for unprotected (unsignalized) crossings.

Factors that should be considered in choosing a crossing treatment:

- Characteristics of pedestrian population (children, seniors, etc.)
- Roadway geometry/ sight distance
- Pedestrian volume
- Vehicle speeds
- Vehicle volume
- Distance to nearest protected crossing



## GUIDING PRINCIPLES

Three principles support the goals, objectives and strategies that follow. They reflect increasing safety and convenience in a way that is tailored to the specific needs of Kirkland.

Kirkland's active transportation environment is:

- safe
- convenient
- shaped by the requests and needs of the community.

Progress toward implementing all these principles can be accomplished simultaneously. Therefore, many of the goals and objectives listed below support more than one of the Plan's three guiding principles.

## GOALS, OBJECTIVES AND STRATEGIES

The goals, objectives and strategies that follow represent a to-do list of sorts. Progress on these goals is to be reported annually to the Transportation Commission and the City Council with progress toward goal G4 is to be reported semiannually.

- Goal G1. Develop the Cross Kirkland Trail**
- Goal G2. Reduce crash rates**
- Goal G3. Add facilities for pedestrians**
- Goal G4. Increase the number of children who use active transportation to travel to and from school.**
- Goal G5. Improve safety for people crossing streets**
- Goal G6. Remove physical barriers to walking**
- Goal G7. Improve on-street bicycle facilities**
- Goal G8. Make bicycling more convenient**

### **Goal G1 Develop the Cross Kirkland Trail.**

For more than 15 years, the railroad right-of-way that passes through Kirkland has been seen as the preeminent site for developing an exceptionally useful off-road, shared use facility for active transportation. See Page 93.

Objective G1.1 By 2015, open a section of Cross-Kirkland Trail on the Eastside Rail Corridor.

*Strategy G1.1.1* Thoroughly understand the process which King County and Port of Seattle will use to develop the trail and proactively work to make Kirkland an area where the trail is developed first. *Timing: current through completion of plan for development of trail.*

### **Goal G2 Reduce crash rates**

Almost everyone agrees that decreasing crash rates is the most important measure of success this Plan can have. Fortunately, many of the factors that contribute to convenience (a crosswalk treatment that makes it easy to cross the street, for example), also contribute to safety. This makes improvements that reduce crash rates likely to also increase the number of people using active transportation, as described in Section 7.

## FISCAL

As mentioned above, the fiscal component of project evaluation is taken from the existing project evaluation criteria. It is made up of three subparts; the project's basic construction cost its maintenance cost and its affect on the cost of existing maintenance operations. A maximum of 10 points can be assigned to a project that has lower than average construction and maintenance costs (see Table 14).

**Table 14 Points for projects based on fiscal factors**

<b><i>Fiscal factors 10 POINTS MAXIMUM</i></b>		
<b><i>Difference between forecast project unit construction costs and the standard unit construction costs for a similar project</i></b>		
<b><i>More than 25% greater than standard unit costs</i></b>	<b><i>0-25% greater than standard unit costs</i></b>	<b><i>Less than standard unit costs</i></b>
<b><i>0 points</i></b>	<b><i>3 points</i></b>	<b><i>6 points</i></b>
<b><i>Difference between forecast maintenance costs of project and the standard maintenance costs for a similar project</i></b>		
<b><i>Greater costs</i></b>	<b><i>Similar costs</i></b>	<b><i>Lower costs</i></b>
<b><i>0 points</i></b>	<b><i>1 point</i></b>	<b><i>2 points</i></b>
<b><i>Project affect on existing maintenance needs</i></b>		
<b><i>Greater than existing</i></b>	<b><i>Same as existing</i></b>	<b><i>Less than existing</i></b>
<b><i>0 points</i></b>	<b><i>1 point</i></b>	<b><i>2 points</i></b>

## COMBINING FACTORS

Map 19 shows scores for segments when all the components the can be mapped through existing GIS data are combined. Note that it only represents 80% of the overall possible project score because sidewalk width is not currently available in the GIS database and fiscal factors depend on a number of project specific factors. Note that while Map 19 gives overall picture of where the highest scoring segments are located, the scores on that map cannot be used directly to select or score projects. For example, some short dead-end streets score well --the scoring system does not exclude dead-end streets-- but short dead-end streets are not where sidewalk is needed.

**SECTION 6: CYCLING NETWORK AND PROJECTS**

**DEFINING A NETWORK**

This Plan is formulated on the idea that a basic bicycle network will be established followed by an evaluation of places that need improvement and prioritization of the projects that are necessary to make those improvements.

The first step is to determine a bicycle facility network that will guide where investments are made in the medium term (0-10 years). All streets must have appropriate accommodation for cyclists, but not necessarily bicycle lanes. Most of the street miles in Kirkland are low volume and do not need special facilities to safely carry cyclists. Striped bicycle lanes are generally limited to collectors and arterials that have volumes over 3000 ADT.

**Bicycle network and bicycle lanes**

Bicycle lanes are generally suggested when auto volume exceeds 5,000 vehicles per day. Therefore, some segments of the bicycle network do not need bicycle lanes to adequately support bicycle travel.

Portions of the bicycle network that don't need bicycle lanes will still be signed for wayfinding.

Respondents to the bicycle survey indicated that cyclists are interested in regional destinations/relatively longer routes. Therefore, a starting point for developing a bicycle network is to examine the endpoints of Kirkland roads and identify the places they lead to. These are shown in the table below. The routes in the left hand side of the table should be on the bicycle network.

**Table 15 Regional destinations that connect to streets in Kirkland**

<i>Connecting Route leaving Kirkland</i>	<i>Route destinations</i>
<b>Juanita Drive</b>	Kenmore/Burke-Gillman Trail
<b>124th Ave NE, BNSF row</b>	Woodinville
<b>Lake Washington Blvd</b>	Bellevue
<b>100th Ave NE</b>	Bothell/Sammamish River Trail
<b>NE 132nd St, NE 124th St.</b>	Sammamish River Trail
<b>116th Ave. NE</b>	Bellevue SR 520 Trail
<b>108th Ave NE,</b>	Bellevue
<b>132nd Ave NE Sbnd</b>	Overlake/Bellevue/520 Trail
<b>132nd Ave NE Nbnd</b>	Woodinville
<b>NE 100th Ave (via Willows Rd), NE 80th St. (via 140th Ave NE) NE 70th St.</b>	Redmond
<b>Eastside rail corridor (BNSF) right of way</b>	Woodinville/Bellevue

Some streets were specifically described as important by the survey respondents. These routes should also be on the bicycle network.

- LW Blvd/Lake St/Central Way/Market Street/Juanita Drive from S. city limits to west city limits.
- 100th Ave NE between NE 124th and NE 132nd St.

- NE 68th St/NE 70th St between west of the BNSF and 132nd Ave. This suggests adding Lakeview Dr. between NE 68th St. and Lake Washington Blvd. along with State Street between NE 68th St. and Central Way. Adding these last two pieces connects 68th/70th to something on the west end.
- 116th Avenue NE between S. Kirkland City limit and NE 80th St. This suggests adding another connection all the way to Totem Lake via 124th Ave. NE/Totem Lake Blvd./120th Ave NE. Adding 122nd NE between NE 80th and NE 60th Streets completes that N/S corridor.
- 108th Avenue/6th Street between S. city limits and Central Way

Kirkland has existing bicycle facilities on an number of streets and those streets must also be on the network

- 132nd Ave NE/NE 120th St. between south city limits and Slater Ave.
- NE 132nd Street between east city limits and west city limits
- NE 80th St./I-405 overpass and portions of Kirkland Ave/Kirkland Way between 132nd Ave NE and Downtown
- NE 116th Street between 100th Ave NE and Slater Ave.
- NE 100th Street NE/18th Ave between 132nd Ave NE and Market St.
- 108th Avenue NE/6th Street from south city limits to Kirkland Way

The Eastside Rail Corridor (ERC) will eventually form the centerpiece of the off-street bicycle and pedestrian network in Kirkland.

- ERC right-of-way
- NE 60th St between 132nd Ave NE and Lake Washington Blvd
- 7th Ave, 6th St., between ERC and Central Way
- NE 112th St/Forbes Creek Dr. between ERC and Market St.
- 120th Ave NE/116th Ave NE between NE 112th St. and NE 132nd St. This suggests including NE 128th St between 116th Ave NE and 120th Ave NE.

Combining all the segments noted above result in the network shown on Map 20.

## CROSS KIRKLAND TRAIL

A multi-use trail on the former Burlington Northern Santa Fe Railroad right-of-way is one of Kirkland's highest priority non-motorized transportation projects (see Goal G1). The right-of-way provides unprecedented opportunities for a number of reasons. Because it is designed for rail traffic it is practically flat. It cuts through the center of Kirkland on a diagonal, connecting Totem Lake, downtown and Houghton. Grade separation is already in place at I-405 and other key arterials but there is still adequate opportunity to connect to the street system through at-grade crossings. The trail can provide excellent regional connections to the north and south.

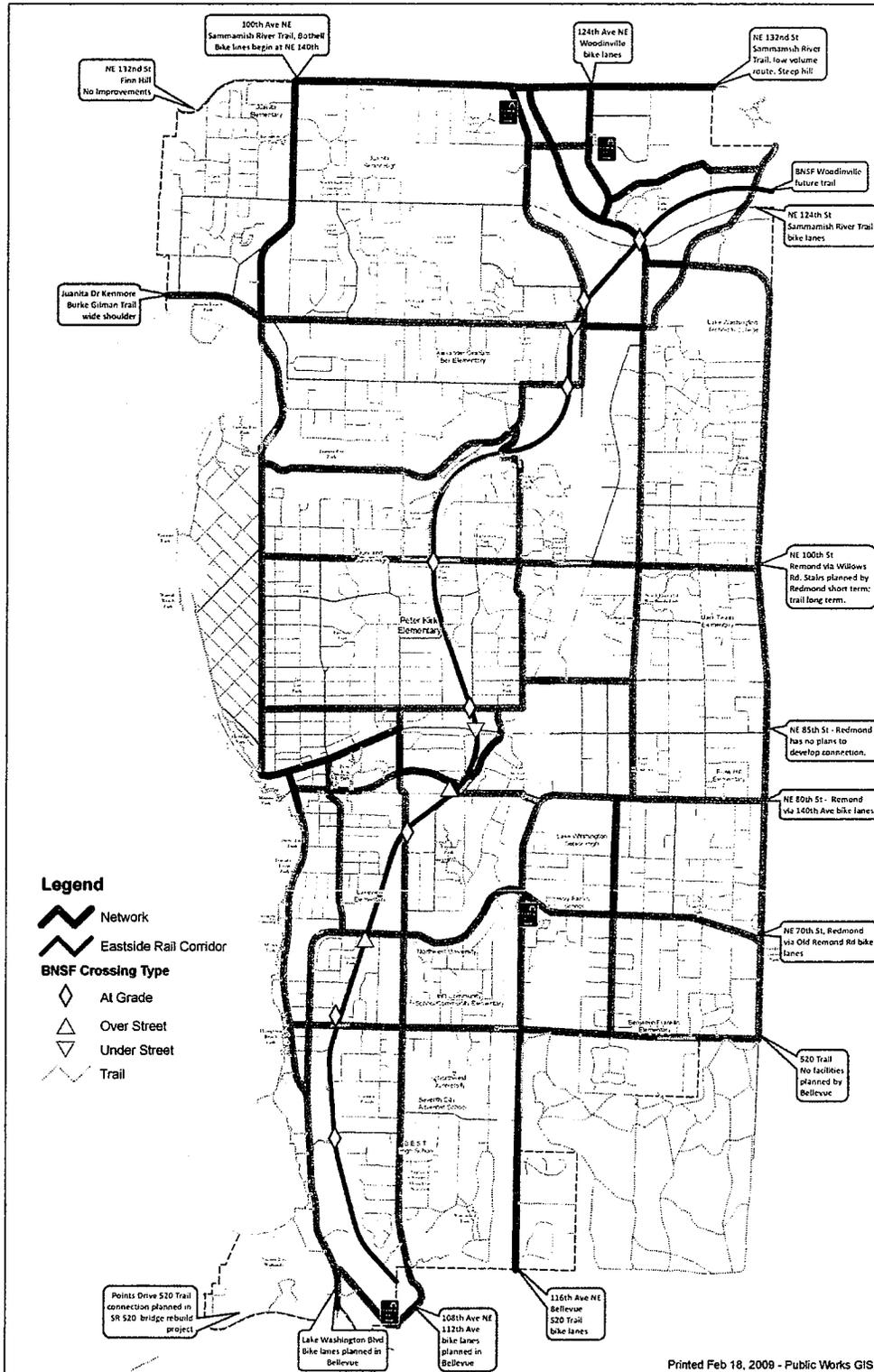
### NE 85th and NE 124th Streets

From a connectivity perspective, it would be ideal for both NE 85th and NE 124th Street to be part of the bicycle network. Although both were carefully considered for inclusion, neither NE 124 nor NE 85th Streets are part of the bicycle network. Reasons for this include:

- Auto volume of 30,000-40,000 vehicles per day with speed limits of 35 MPH combine to make both streets uncomfortable for most cyclists.
- Bicycle lanes cannot be placed through restriping, and given the speed and volume of auto traffic such lanes alone would be unlikely to make either street feel comfortable for cyclists.
- Interchanges at I-405 are barriers on both routes.
- There are no plans to develop NE 85th as a bicycle route in Redmond.
- NE 80th Street provides a reasonably close parallel route to NE 85th Street.

As a part of the 2008 resurfacing program, 10' wide inside travel lanes were striped on a section of NE 124th Street between NE 116th Avenue and about 108th Avenue. If this restriping is successful as judged by comments from the public and crash experience, other sections of both streets may be restriped to allow wider outside lanes. Wider outside lanes will provide some support to the experienced riders that tend to use both facilities.

### Map 20 Bicycle network



Efforts to develop the trail began in the mid 1990's but were stalled by the fact that the railroad was not willing to provide access to the right-of-way. As this Plan is being prepared, the Port of Seattle is poised to obtain the right-of-way and sell a trail easement to King County. There are still questions about the future of passenger rail in the corridor and how some bridges will support a trail, but the promise of an outstanding trail is closer than ever to being realized (see Goal G1).

## LOCATIONS THAT NEED IMPROVEMENT

Once the network is identified, the next step is to identify areas on the network that need improvements. In large part, this was done using information from the bicycle survey and public comment along with staff and Transportation Commission comments. In some cases the same segment has multiple projects. Usually this is the case when there is a simple project such as restriping that can provide an interim improvement and a more complicated and comprehensive project such as widening to provide bicycle lanes.

- Cross-Kirkland Trail on the Eastside Rail Corridor right-of-way.
- 98th Ave NE /100th Ave NE between NE 116th and NE 132nd Sts.
- 116th Ave NE between NE 124th and NE 132nd Sts. No bicycle facilities on street.
- Connection across Cross-Kirkland Trail between 18th Ave and NE 100th St.
- Kirkland Way between Railroad Avenue and 6th Street.
- NE 60th St. across Cross-Kirkland Trail.
- • 116th Ave NE between south city limits and NE 60th St.
- NE 70th St at I-405 interchange.
- Lake St. between 2nd Street S. and Central Way.
- 6th St. S. between Kirkland Way and Central Way.
- Central Way between Market St. and 6th Street.
- Various signalized intersections where bicycle lanes are dropped such as: 98th Ave./NE 116th St, State St/NE 68th, Central/3rd, Central/6th.

## POTENTIAL PROJECTS

After defining the bicycle network and areas where improvements are needed, treatments for those areas were developed. These improvements are shown in Tables 16, 17 and 18, and on Map 21. In some cases, a segment has multiple treatments. For example, one project might simply restripe wider outside lanes on a segment of

### Sharrows

Sharrow is a nickname for shared lane markings which are also known as SLM. Their purpose is to indicate to motorists and cyclists that an area of the roadway is to be shared by both users. The City of San Francisco did research\* to develop the sharrow marking finding it the most effective of several they tried.

The City of Seattle has begun to install sharrows and they are included in the Seattle Bicycle Master Plan.



*A bicyclist pedals toward a sharrow along Stone Way N. in Seattle. Grant M. Haller/Seattle P-I.*

Sharrows are not a direct substitute for bicycle lanes, so they should not be used where bicycle lanes are feasible.

\*San Francisco's Shared Lane Pavement Markings: Improving Bicycle Safety FINAL REPORT February 2004 San Francisco Department of Parking & Traffic

roadway while another reconstructs that same section to provide enough width for full width bicycle lanes.

Projects are broken into three groups: those that require restriping alone or restriping and minor construction; those that require construction; and those that involve the Eastside Rail Corridor. The restriping projects tend to be lower cost, but in some cases do not provide the level of improvement that the far more expensive widening projects provide. The Cross-Kirkland Trail projects will be most valuable as connections once the trail is completed.

Because there are relatively few projects in each category further project prioritization is not necessary. Therefore, work should continue within the restriping program to complete the restriping projects. Projects that are associated with the Cross-Kirkland Trail should be pursued as a part of trail development. The construction projects should be evaluated for funding from the CIP non-motorized construction budget.

Map 21 Bicycle network and improvements

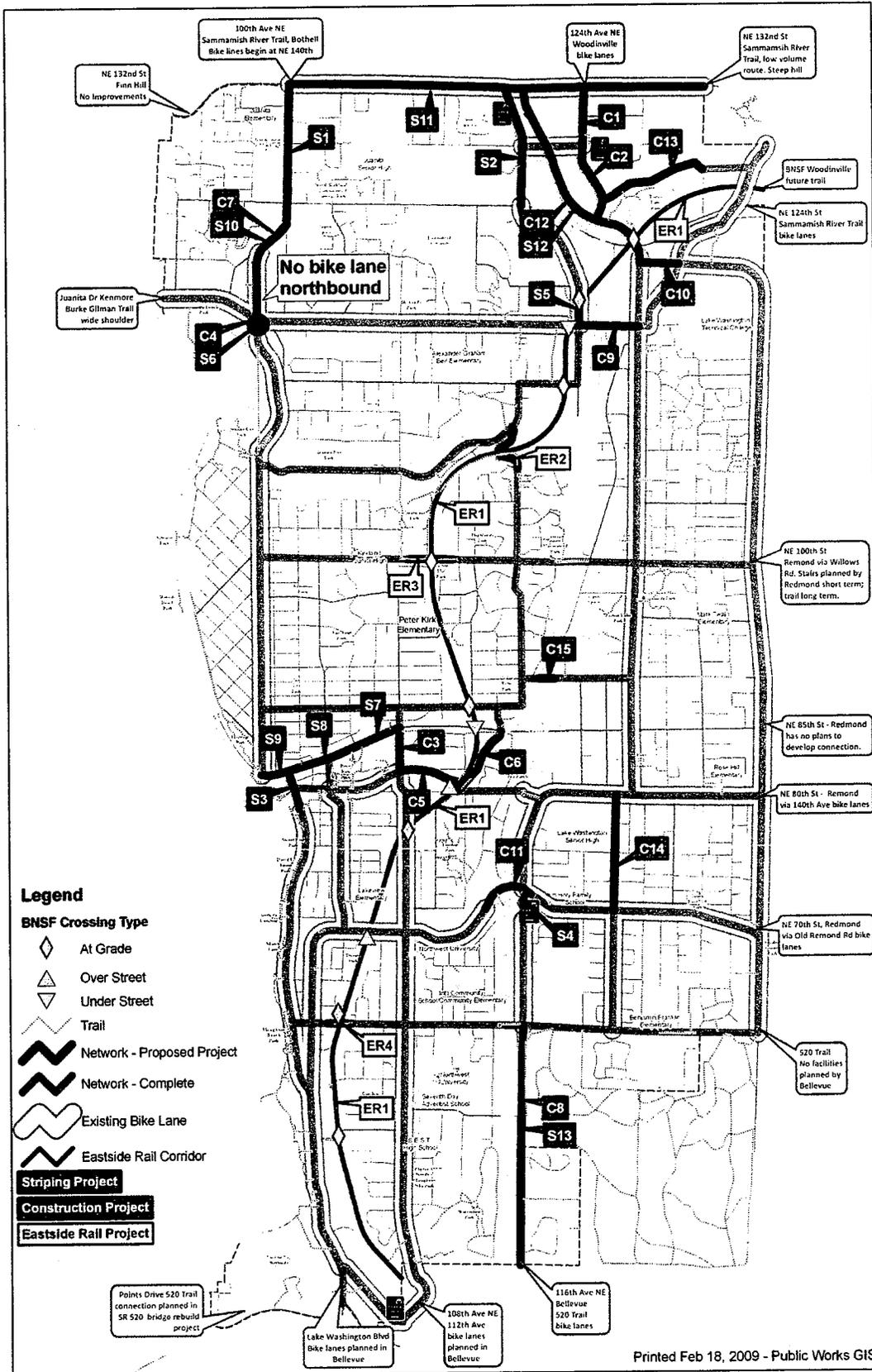


Table 16 Bicycle network projects that require construction

<b>PROJECTS THAT REQUIRE CONSTRUCTION</b>				
<b>No.</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project</b>
<b>C1.</b>	120th Avenue NE	NE 128th Street	NE 132nd Street	Add bicycle lanes. Not in initial scope of CIP project, but can be added.
<b>C2.</b>	120th Avenue NE	Totem Lake Blvd	NE 128th Street	Add bicycle lanes. Not in initial scope of CIP project, but can be added.
<b>C3.</b>	6th Street	Kirkland Avenue	Central Way	Add bicycle lanes. Parkplace redevelopment would add lanes on west side.
<b>C4.</b>	98th Avenue NE	Juanita Bay Bridge	NE 116th Street	Widening/rebuilding. Possibly include a bicycle lane for NB left turn.
<b>C5.</b>	Kirkland Way	Railroad Avenue	NE 85th Street	Widen for bicycle lanes.
<b>C6.</b>	Kirkland Way	6th Street	Railroad Avenue	RR bridge/overpass is a major obstruction. From 6th to about 4th could be restriped for bicycle lanes if parking was removed on one side.
<b>C7.</b>	98th Avenue NE	NE 116th Street	NE 124th Street	Widening to include bicycle lanes. Expensive and difficult. Probably done in connection with redevelopment.
<b>C8.</b>	116th Avenue NE	City Limits	NE 60th Street	Add bicycle lanes. Design funded as CIP project NM-0001.
<b>C9.</b>	NE 116th Street	120th Avenue NE	124th Avenue NE	Complete bicycle lanes. Funded by WSDOT nickel project. Scheduled for construction in 2010.
<b>C10.</b>	NE 120th Street	124th Ave NE	Slater Ave NE	Construct new road connection. Funded CIP project ST 0057 construction in 2012. Project includes bicycle lanes.
<b>C11.</b>	NE 70th Street	I-405 West Ramps	116th Avenue NE	Rebuild interchange. Unfunded WSDOT responsibility. NE 70th and NE 85th Street interchanges would be rebuilt together.
<b>C12.</b>	Totem Lake Blvd	NE 124th Street	NE 132nd Street	Add bicycle lanes.
<b>C13.</b>	Totem Lake Way	East End	NE 126th Place	Construct trail to connect Totem Lake with 132nd Avenue. Unfunded CIP project NM 0043 estimated cost \$4.3m.
<b>C14.</b>	122nd Avenue NE	NE 70th Street	NE 80th Street	Add bicycle lanes. Part of Lake Washington High School remodel and CIP project NM 0055.
<b>C15.</b>	NE 90th Street	West End at I-405	East End at I-405	Overpass at I-405. Would likely have to wait for rebuild of NE 85th Street/I-405 interchange.

Table 17 Bicycle system improvements that require striping

<b>PROJECTS THAT CAN BE COMPLETED THROUGH RESTRIPING AND/OR MINOR CONSTRUCTION</b>				
<b>No.</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project/Notes</b>
<b>S1.</b>	100th Avenue NE	NE 124th Street	NE 132nd Street	Restripe to 5 car lanes @ 10 + 2 bicycle lanes @ 5'. Requires narrowing medians, coordinate with King County to extend north to connect to existing bicycle lanes.
<b>S2.</b>	116th Ave/Way	NE 124th Street	NE 132nd Street	Restripe for NB climbing lane. Perhaps add shared lane markings on downhill side.
<b>S3.</b>	Lake Street	2nd Street S	Central Way	Shared lane marking (sharrow). May also be able to extend bicycle lanes north of 2nd Street S.
<b>S4.</b>	116th Avenue NE	Houghton P&R S. entrance	NE 70th Street	Restripe for bicycle lanes in both directions. Need WSDOT approval, to narrow lanes, limited access area of I-405.
<b>S5.</b>	120th Avenue NE	NE 116th Street	N. of BNSF	Restripe to complete Sbdn lane.
<b>S6.</b>	98th Avenue NE	Juanita Bay Bridge	NE 116th Street	Restripe for wider outside lanes. Can add some width, but need to be careful to keep left turn lane of adequate width.
<b>S7.</b>	Central Way	4th Street	6th Street	Stripe wider outside lane. Parkplace could provide extra width for eastbound lane.
<b>S8.</b>	Central Way	Lake Street	4th Street	Eastbound; stripe bicycle lane Westbound; stripe wider outside lane.
<b>S9.</b>	Central Way	Market Street	Lake Street	Shared lane marking (sharrow), may be able to fit a bicycle lane in westbound.
<b>S10.</b>	98th Avenue NE	NE 116th Street	NE 124th Street	Restripe for slightly wider outside lanes. If project S1 completed, this could be sharrows especially Sbdn between NE 124 and existing bicycle lanes at 120th Pl.
<b>S11.</b>	NE 132nd Street	100th Avenue NE	132nd Avenue NE	Restripe for uniform width. Requires coordination/agreement with King County.
<b>S12.</b>	Totem Lake Blvd	NE 124th Street	NE 132nd Street	Restripe. Not enough width for standard bicycle lanes. May result in wide outside lanes or climbing lane/shared lane combination.
<b>S13.</b>	116th Avenue NE	City Limits	NE 60th Street	Narrow car lanes, more evenly balance shoulder widths to provide additional space for bicycles.
<b>S14.</b>	Various	At Intersections		Look for locations where bicycle lanes can/should be continued through intersections. Consider sharrows.

**Table 18 Bicycle projects that involve the Eastside Rail Corridor**

<b>PROJECTS THAT INVOLVE THE CROSS-KIRKLAND TRAIL/EASTSIDE RAIL CORRIDOR</b>				
<b>No.</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Project</b>
<b>ER 1.</b>	Eastside Rail Corridor	Southwest City Limits	Northeast City Limits	Complete a multipurpose trail on the eastside rail corridor. Waiting for BNSF/Port of Seattle/King County agreement.
<b>ER 2.</b>	116th Avenue NE Highlands	North End of 116th Avenue	Forbes Creek Drive	Connect to and across BNSF right-of-way. This could connect at other locations, purpose is to connect Highlands neighborhood to right-of-way.
<b>ER 3.</b>	NE 100th Street	6th Street	111th Avenue NE	Construct trail to connect through park and across BNSF
<b>ER 4.</b>	NE 60th Street	BNSF	BNSF	Construct trail to connect across railroad, approaches very steep.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2008 TO 2013**

<b>PROJECT #</b>	NM 0001 000
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES - PHASE II		
<b>PROJECT LOCATION</b>	NE 40th Street to NE 60th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2006	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install pedestrian and bicycle facilities along the 116th Avenue NE corridor between NE 60th Street and the Bellevue city limits. Phase I of this project installed five foot bikelanes between the Houghton Park and Ride and NE 60th Street. The City received a \$182,000 ISTEA grant for preliminary engineering of this project (originally one project between the Houghton Park and Ride and the Bellevue city limits) in 1996; the City of Bellevue constructed similar facilities in 1997 from the Kirkland city limits south into Bellevue. In 2002, the City received a CMAQ grant for construction of the north section of this corridor only from NE 70th Street to NE 60th Street, and it was completed in 2007 as NM-0042. Phase II of this project received \$275,000 in Federal Congestion Mitigation Funding in 2006 which combined with the City's local match of \$44,300 will allow the design to be updated and prepared to seek construction funding.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Total project cost increased from \$1,928,000 to \$5,909,600 and moved from unfunded to funded (pending receipt of anticipated Federal funds).

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan <i>Page 29</i>		Current Revenue	43 %
Comprehensive Plan <i>XV.C-8</i>	Budget \$588,000	Reserve	0 %
Transportation Improvement Plan <i>Page 2</i>	Actual \$276,365	Grants Federal Appropriation	41 %
	Balance \$311,635	Other Sources	0 %
		Debt	0 %
		Unfunded	16 %

<b>CAPITAL COSTS</b>	<b>Prior Year(s)</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2008-2013 TOTAL</b>	<b>Future Year(s)</b>	<b>Total Project</b>
Planning/Design/Engineering	469,000	0	0	0	0	0	528,700	528,700	127,000	1,124,700
In-House Professional Svcs.	119,000	0	0	0	0	0	352,500	352,500	54,000	525,500
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	3,172,200	3,172,200	700,000	3,872,200
Other/Equipment Costs	0	0	0	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	317,200	317,200	70,000	387,200
<b>Total</b>	<b>588,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,370,600</b>	<b>4,370,600</b>	<b>951,000</b>	<b>5,909,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NEW FTE</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2008 TO 2013**

<b>PROJECT #</b>	<b>NM 0001 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES – PHASE II
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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
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Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four months, traffic will experience possible delays and congestion along 116th Avenue while traffic control is utilized.</i>
--	---

Community economic impacts	<i>N/A</i>
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Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians, horses, and bicycles.</i>
--	--

Responds to an urgent need or opportunity	<i>The project will contribute to achieving federal clean air standards in the Seattle/Tacoma area by encouraging alternative modes of transportation.</i>
---	--

Feasibility, including public support and project readiness	<i>The project has been designed based on significant public input.</i>
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Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
--	---

Responds to state and/or federal mandate	<i>The Federal Clean Air Act mandated certain air quality standards. The Seattle/Tacoma area has been classified as a non-attainment area and this project is intended to contribute to achieving required standards.</i>
--	---

Benefits to other capital projects	<i>The bike facilities will connect with bike lanes recently completed along NE 70th Street and with pedestrian/bicycle I-405 overpasses at NE 60th Street and NE 80th Street. Equestrian facilities will support the network of trails in and around the Bridle Trails State Park.</i>
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Implications of deferring the project	<i>Continued sub-standard shoulders along 116th Avenue for equestrian /pedestrian/bicycle travel.</i>
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<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
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<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Adds 1.5 miles of ped and 3 miles bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.
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**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2009 TO 2014**

<b>PROJECT #</b>	<b>NM 0001 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES – PHASE II		
<b>PROJECT LOCATION</b>	NE 40th Street to NE 60th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2006	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install pedestrian and bicycle facilities along the 116th Avenue NE corridor between NE 60th Street and the Bellevue city limits. Phase I of this project installed five foot bikelanes between the Houghton Park and Ride and NE 60th Street. The City received a \$182,000 ISTE grant for preliminary engineering of this project (originally one project between the Houghton Park and Ride and the Bellevue city limits) in 1996; the City of Bellevue constructed similar facilities in 1997 from the Kirkland city limits south into Bellevue. In 2002, the City received a CMAQ grant for construction of the north section of this corridor only from NE 70th Street to NE 60th Street, and it will be completed in 2008 as NM-0042. Phase II of this project received \$275,000 in Federal Congestion Mitigation Funding in 2006 which combined with the City's local match of \$44,300 and will allow the design to be updated and prepared to seek construction funding.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project moved to Unfunded category - total project costs changed from \$5,909,600 to \$6,028,700 based on new construction cost estimates. Funding in previous years totals \$469,000.

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan <i>Page 29</i>		Current Revenue	0%
Comprehensive Plan <i>XV.C-8</i>	Budget \$469,000	Reserve	0%
Transportation Improvement Plan <i>Page 2</i>	Actual \$290,663	Grants	0%
	Balance \$178,337	Other Sources	0%
		Debt	0%
		Unfunded	100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,018,900
In-House Professional Svcs.	526,600
Land Acquisition	0
Construction	4,483,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,028,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2009 TO 2014**

<b>PROJECT #</b>	<b>NM 0001 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

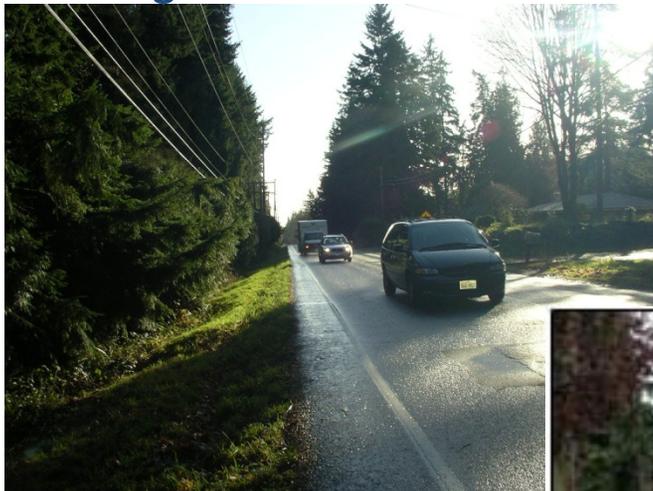
<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES – PHASE II
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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four months, traffic will experience possible delays and congestion along 116th Avenue while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians, horses, and bicycles.</i>
Responds to an urgent need or opportunity	<i>The project will contribute to achieving federal clean air standards in the Seattle/Tacoma area by encouraging alternative modes of transportation.</i>
Feasibility, including public support and project readiness	<i>The project has been designed based on significant public input.</i>
Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
Responds to state and/or federal mandate	<i>The Federal Clean Air Act mandated certain air quality standards. The Seattle/Tacoma area has been classified as a non-attainment area and this project is intended to contribute to achieving required standards.</i>
Benefits to other capital projects	<i>The bike facilities will connect with bike lanes recently completed along NE 70th Street and with pedestrian/bicycle I-405 overpasses at NE 60th Street and NE 80th Street. Equestrian facilities will support the network of trails in and around the Bridle Trails State Park.</i>
Implications of deferring the project	<i>Continued sub-standard shoulders along 116th Avenue for equestrian /pedestrian/bicycle travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>Adds 1.5 miles of ped and 3 miles bike facilities</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

# 116th AVE NE NON-MOTORIZED FACILITY IMPROVEMENTS



## Existing Conditions



Looking South at 60<sup>th</sup>



60<sup>th</sup> Intersection



Looking South at approx 65<sup>th</sup>

**116<sup>th</sup> AVE NE  
NON-MOTORIZED  
FACILITY IMPROVEMENTS**

**Bellevue's Approach (looking north)**

